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HONGKONG'S SHIPPING SUPREMACY.

Answer to Capt. Robert Dollar.

SHANGHAI STILL FAR BEHIND.

Figures For 1923 Compared.

["Hongkong Telegraph" Special.]

When Capt. Robert Dollar was in Hongkong in January he addressed a meeting of American business men and made what he no doubt thought were some interesting revelations regarding the shipping figures of Shanghai and Hongkong. He contended that Hongkong had lost pride of place to Shanghai and he advised men in Hongkong to "get a move on." There have just been published the shipping returns for Shanghai for the year 1923 (as compiled by the British Chamber of Commerce) and, in giving publicity to these figures, a northern contemporary states: "While there are slightly different methods in use in various world ports for measuring vessel tonnage, thus making exact comparison impossible, it is considered that the 1923 figures for Shanghai place it into either third or fourth place among world ports."

Now the fact of the matter is that tonnage entering and leaving Hongkong during 1923 was so very much greater than that entering and leaving Shanghai that one wonders where Capt. Robert Dollar got his ideas. It should be stated as plainly as possible that Hongkong, as a shipping port, is very much larger than Shanghai, and to prove that statement we will quote official figures which we have just obtained from the Harbour Office, contrasting them with the official figures of Shanghai.

AGGREGATE FIGURES.

Shanghai's tonnage of entrances and clearances for last year is given as being 29,530,835 tons, whereas Hongkong's tonnage for 1923 was 32,350,138 tons. This gives Hongkong a superiority of 2,719,303 tons—a figure sufficiently large to be decisive. The above figures do not include launch and junk tonnage, but relate solely to ocean-going and river steamers.

OCEAN-GOING STEAMERS.

As ocean-going steamers really indicate the size of a port, we will take them next. But before quoting figures we ought to point out that Shanghai gets a big pull on Hongkong so far as trans-Pacific boats are concerned. Hongkong is the terminus of the Pacific run and a ship on that run only arrives and leaves here once on every round trip. But, inasmuch as it calls at Shanghai both coming and going, Shanghai gets two arrivals and two departures to Hongkong's one arrival and one departure. Such a happening applies to the Empress boats, the big T. K. K. boats, some of the President boats and also the Blue Funnel boats on the Pacific run. But, notwithstanding this disadvantage to Hongkong, the figures of the two ports are totally disproportionate. They are—

Hongkong... 25,894,058 tons.
Shanghai... 13,536,196 tons.
In will thus be seen that Hongkong's ocean-going tonnage for 1923 was nearly double that of Shanghai. We have not the 1922 figure for Shanghai before us, but the Hongkong figure for that year was 21,971,162 tons, showing that Hongkong's ocean-going tonnage in 1923 increased by 3,922,896 tons. We don't quite see how Capt. Robert Dollar's exhortation in January to "get a move on" was justified. It might be pointed out that Capt. Dollar gave Shanghai's tonnage for 1922 as being 27,000,000 tons and Hongkong's as 22,000,000 tons,

but we want to make it clear that in the former case he was quoting total figures (ocean-going and river combined), whereas in the case of Hongkong he was quoting only ocean-going tonnage. That was the mistake which led him to his wrong conclusion.

RIVER COASTAL BOATS.

It is in river and coastal boats where Shanghai stands ahead of Hongkong—a fact easily explained by the tremendous river trade of China's greatest waterway, the Yangtze. The figures for 1923 were—

Hongkong... 6,356,080 tons.
Shanghai... 15,994,639 tons.
That gives Shanghai a very big margin, but it only serves to make the importance of Hongkong's tonnage all the greater, because out of Hongkong's total tonnage of 32,350,138 tons for the year, over 80 per cent was ocean-going shipping, whilst out of Shanghai's total tonnage of 29,530,835 tons for the year, only about 45 per cent was ocean-going.

LAUNCHES AND JUNKS.

In addition to the above, may be added 142,392 tons, representing steamships under 60 tons engaged in foreign trade; 2,619,003 tons, representing junks engaged in foreign trade; 17,077,346 tons, representing the launches and boats plying in the waters of the Colony; and 1,313,360, representing junks engaged in local trade. All of these tonnages, added to the figure given for ocean-going and river steamers, bring Hongkong's grand total of floating tonnage for 1923 up to 53,402,339 tons. It may easily be that Shanghai's grand total, inclusive of all junks, launches and such-like craft on the river, is larger than Hongkong's, but, as we have shown above, Hongkong has an overwhelming lead in the matter of ocean-going tonnage. And it is in respect of ocean-going ships that the importance of a port is gauged.

BRITISH STILL LEADING.

The figures before us also indicate that British shipping still holds the lead. If we take the combined British ocean-going and river steamers for Hongkong, we find that the entrances and clearances totalled 16,920,491 tons, whilst the combined foreign ocean-going and river steamers totalled 15,322,647 tons. Thus British shipping had a lead over that of all other countries combined. Taking ocean-going shipping by itself, the British figure was 11,222,141 tons, whilst the combined foreign tonnage was 14,671,917 tons. The river shipping was 5,698,350 tons British, and 637,730 tons foreign. Japanese shipping came in a very second, the United States being third.

INDIVIDUAL SHIPS.

Every ship coming to Hongkong may enter and leave many times during the year, but if we take every ship individually—that is, count the actual number of separate boats, which came here during last year, we find that British boats numbered 529, Japanese 285, American 84, Chinese 77, Dutch 46, French 39, Norwegian 32, German 29, Danish 16, Portuguese 13, Swedish 9, with five other countries contributing 19 between them. Taking an aggregate of these figures, we find that 1,184

ROUND-THE-WORLD AIR RACE.

BRITISH FLIERS COMING TO HONGKONG.

POLAR ATTEMPT ALSO ANNOUNCED.

(Reuter's Service.)

London, March 21. Squadron Leader A.S.C. MacLaren starts on a world flight from Calshot, near Southampton, on March 25th, on the amphibian flying boat Vulture, accompanied by two other Scotsmen, Flying Officer Plender-Leith and Sergeant Andrews. It is a private venture under the auspices of the Vickers Napier and Shell companies. The itinerary is—Lyons, Rome, Cairo, Bagdad, Karachi, Calcutta, Rangoon, Bangkok, Hongkong, Shanghai, Tokyo, Petropavlovsk, the Aleutians, Vancouver, Newfoundland, and across the Atlantic via the Azores or West Ireland. It is noteworthy that the American aeroplanes on a world flight, already mentioned, are actually due to start from Seattle on March 24th.

Captain Hammer, who will accompany Amundsen on a Polar flight from Spitzbergen to Alaska, has arrived in England to complete his arrangements. Two aeroplanes will be employed, with three men in each. The American Government is to be represented in this flight.

(Reuter's American Service.)

Seattle, March 21. Lieutenant Nelson, the fourth world flier, has arrived. The party is now complete. It rests for a few days before flying along the coast of British Columbia.

SERIOUS IRISH OUTRAGE.

BRITISH SOLDIERS SHOT DOWN.

WARSHIP FIRED UPON.

London, March 21. Four Free State soldiers turned a machine-gun on British troops landing at Queenstown, on leave. Twelve were killed and injured. Shots were fired at H. M. S. Scythe from a motor-car, the occupants shouting "Up Tobin!"

Later. One soldier was killed at Queenstown, and seventeen persons were wounded, some of whom were civilians.

ELECTROCUTED.

TWO WOMEN KILLED.

Two women were killed through being electrocuted this morning. It is stated that the accident occurred at Aberdeen, when a woman inadvertently touched a live wire which had come down on to the roadway. She was instantly killed, as also was another woman who endeavoured to pull her off but received the current herself through transmission.

When found, one of the unfortunate victims was still clinging to the wire. Their bodies have been removed to the Mortuary.

SHIPPING MISHAPS.

Fire On Motor Vessel.

Malta, March 21. The American steamer Steel Voyager, from Kobe and Singapore for New York, has arrived for repairs to her steering gear, which has proved defective. The Swedish motor vessel Formosa, from Vladivostok with a cargo of copra, has arrived here, a fire having broken out in the hold.—Reuter.

different ships came into Hongkong during 1923.

THIS YEAR.

There are no figures yet available regarding the first two months of 1924, but it is known that a very much larger tonnage has been recorded than was experienced during the first two months of 1923. It is expected that when the first quarter's returns are completed they will constitute another record. The number of buoys in the harbour is not really adequate to cope with the demand, and, far from there being any sign of decreasing tonnage, it is constantly increasing.

Let it be reiterated, as a matter of cold fact, that Hongkong still holds its premier shipping position in the Far East and that its high place among the great ports of the world is more firmly established to-day than ever.

CHEFALO MYSTIFIES.

AT THE STAR THEATRE.

Chefalo and Palermo appeared again at the Star Theatre last night in a show which was attractive and mystifying. A number of new tricks were introduced, and although Chefalo explained how some of these were done, he was still able to baffle the audience with his cleverness. In fact, the mystery was only intensified as a result of his explanations, simple as they appeared at first sight.

This afternoon, Chefalo and Palermo will give a special matinee, at which children will be admitted at half-price, whilst to-night there is sure to be a bumper house for the final performance.

MOSLEMS AND THE KHALIFATE.

Turks Must Be Reformed.

Calcutta, March 21. The Khilafat conference has passed a resolution favouring Turkey as the seat of the Khilafate, as the strongest Islamic Government, declaring that if the present Turkish Government desires to follow a course prejudicial to the holding of a Khilafate, then Moslems all over the world must remind the Turks of the necessity for reforming, and take all steps to that end.—Reuter.

EPINARD TO FOLLOW PAPYRUS.

Booked for American Turf.

Paris, March 21. M. Pierre Wertheimer, the owner of Epinard, has informed Reuter that he has contracted to run Epinard in three races in America in September and October. It is expected the horse will sail at the beginning of July. With regard to Ascot, nothing has been definitely settled. M. Wertheimer expects to run Epinard there, but is at present uncertain in what race, possibly not for the Gold Cup.—Reuter.

APPOINTMENTS.

MR. MONTAGUE EDE ON COUNCIL.

The following appointments are gazetted:—
Mr. S. R. E. McElderry to act as Assistant Colonial Secretary and Clerk of Councils.

Mr. Charles Montague Ede to be an Unofficial member of the Legislative Council during the absence from the Colony of the Hon. Mr. A. O. Lang.

Lieut. Col. Frederick Eaves, D.S.O., to act as Land Officer during the absence on leave of Mr. Philip Jacks.

Mr. Henry Robert Butters to act as an Assistant to the Secretary for Chinese Affairs and as a Deputy Registrar of Marriages.

Mr. T. M. Hazlegrig, M.C., to act as Crown Solicitor during the absence on leave of Mr. H. K. Holmes.

MOTOR ACCIDENTS.

TWO YESTERDAY.

Two motor accidents occurred yesterday. In one of these, which occurred on Leighton Hill Road, near Bowington Canal, a woman knocked down by a car owned by Mr. Mok Kong-sang, was removed to hospital suffering from rather serious injuries.

The second accident occurred yesterday afternoon in Des Voeux Road Central near the Wing Wo wharf. A Chinese male was taken to the Government Civil Hospital after being knocked down by motor car No. 485.

MOVE TO DEPOSE SHAH.

Royalists Attack Republicans.

Teheran, March 21. The Shah's long absences in Europe have strengthened the movement in favour of a Republic in Persia. Even the conservatives in the Majlis are inclining to this view, but there is still a considerable Royalist sentiment amongst the population. An anti-Republican crowd, overcoming the police resistance, entered the Majlis and pulled down the flags and flagstaffs, and beat the Republican speakers. The police were reinforced, and restored order.

The leader of the progressives in the Majlis has submitted for urgency decision proposals with regard to a change of regime and revision of the constitutional laws.—Reuter.

THE BOAT RACE.

Both Crews At Practice.

London, March 21. Both Varsity crews are now practising at Putney for the boat race on April 5th. Oxford this afternoon had their first full course trial from Putney to Mortlake. The conditions were fairly favourable, without wind, a fair tide and good water. The time was 19.23, a satisfactory performance.—Reuter.

BOMBAY MILLS RESUMING.

Bombay, March 21. The situation with regard to the cotton-mill strike is improving. About thirty mills, each employing about five hundred hands, have resumed work, and more are expected to follow suit.—Reuter.

JAPANESE SUBMARINE DISASTER.

Tokyo, March 21. The absence of response to communications for two days has led to the conclusion that the imprisoned crew on the sunken submarine, numbering forty-three, are all dead.—Reuter.

TO-DAY.

Closing Exchange 2s. 4. 5/16. Lightning 11s. 2s. 6 p.m.

TO-DAY'S HOTEL MEETING.

The Majestic, Peninsula and Shamoon Schemes.

ASSURANCES TO DOUBTING SHAREHOLDERS.

A very comprehensive review of the affairs and activities of the Hongkong and Shanghai Hotels, Ltd., was given by the Chairman at the annual meeting of the Company, which was held at the Hongkong Hotel this morning. Mr. J. H. Taggart presided, and was supported by a large attendance of directors and shareholders.

The Chairman said:—Gentlemen: The accounts and the report of the directors having been in your hands for the prescribed period, conforming with the Companies Ordinance, I will, with your permission and following the established procedure, take the same as read.

THE ACCOUNTS.

The liquidation of The Shanghai Hotels, Ltd., having been effected during the year under review, this is the first occasion upon which your hands have been presented with the merged accounts of the amalgamated companies operating under the name of The Hongkong and Shanghai Hotels, Ltd. In the circumstances, shareholders will doubtless expect me to analyse the Profit and Loss Account and Balance Sheet with a view to indicating the financial position in rather more detail than can be shown in the printed statements of account. Turning to the Profit and Loss Account, you will observe from the debit side that \$290,933.98 was paid in respect of interest; this sum covers such headings as interest on Shanghai acquisition account, loan, together with debenture and mortgage interest in respect of both Hongkong and Shanghai, and I would point out that with the exception of our indebtedness to our Bankers and two mortgages of small amounts which will be repaid off during the current year, the amounts outstanding in relation to mortgages and debentures have been repaid in order to facilitate the merging of the two concerns. You will notice that depreciation has been charged against revenue to the extent of \$267,387.82 which, being itemized, is therefore self-explanatory. The only other item on the debit side that appears to me to call for comment is that of bad and doubtful debts, amounting to \$22,594.71, and I may mention that this simply provides for contingencies under heading and, *cis-a-vis* the gross turnover—which in a business such as ours necessarily runs into very large figures—is, I assure you, one that need cause no undue concern.

SHAMEEN SITE CHANGED.

Coming to the credit side of the Profit and Loss Account, dividends on Investments, \$49,178.72, represents dividends received, mainly in respect of our holding in the Grand Hotel des Wagons-Lits, Ltd., in which undertaking our Company owns 3,534 shares, or approximately sixty per cent of the issued share capital thereof. Needless to say, no credit has been taken for anticipated dividends accrued. Profit on sale of investments, \$100,338.86, is accounted for by the disposal at satisfactory rates of certain shares which, in the opinion of your Board, were no longer necessary in the interests of the Company to be retained. A credit of \$44,329.75 shown as profit on sale of property, resulted from the disposal of the undertaking of the Shanghai Sanitary Laundry in Shanghai, and of the land and property on the Shameen, Canton, purchased in 1922 and sold in the early part of last year as referred to by the Chairman at the last year's general meeting. In this latter connection you will doubtless recall that the site, suitable as it was for a small hotel, had this disadvantage, that it would not permit future extension; therefore, as a satisfactory offer

THE CAPITAL INCREASE.

The net balance of Profit and Loss Account (which includes the sum of \$25,714.10 brought forward from the year 1912) is, as you will note, \$1,063,790.15, and as the balance of Profit and Loss Account is quite naturally regarded as an index to the prosperity of a Company's business, your Board trust that you will consider the results achieved in the course of the past financial year as being entirely satisfactory. You will observe from the Balance Sheet that the issued capital of the Company was increased to \$3,750,000 during the year. This was occasioned by the issue of 17,450 shares at par to the holders of the balance of the issued share capital of The Shanghai Hotels, Ltd. in order to give effect to the agreement for amalgamation between The Shanghai Hotels, Ltd. and The Hongkong Hotel Company, Ltd.

LOANS AND MORTGAGES.

Loans and Mortgages stand at \$5,510,811.89, principally by reason of the acquisition of practically ninety per cent of the shares in The Shanghai Hotels, Ltd., and the necessity of retiring the debenture issued and the mortgages of that Company upon the transference of the assets and liabilities to this Company in Hongkong. The figure referred to also includes the cost of redemption of the debentures of Hongkong Hotel Company, Ltd. outstanding on the 30th June last.

OVERDRAFT INSTEAD OF DEBENTURES.

You will no doubt recollect it was the intention of your Directors to float, early this year, a debenture issue of 50 lakhs at seven per cent per annum, covered by the hypothecation of the central properties owned by this Company both in Hongkong and the Northern port. Such action would have enabled the Board to pay off the debenture issue and mortgage of The Shanghai Hotels, Ltd. and the Company in Hongkong and thus to consolidate the indebtedness in one liability in the amount of \$5,000,000. In this connection, our Bankers undertook to underwrite the whole of the proposed issue; however, on reconsidering the matter, it was deemed more advantageous for the Company to enter into other arrangements with the result that the position now is that we are granted facilities with our Bankers to the extent of an overdraft in a similar amount. As we shall be able to reduce the amount of our overdraft from time to time whenever a credit balance is shown on our current account, I am confident that shareholders will appreciate the undoubted advantage which will accrue to the Company from these arrangements, effecting as they will a considerable saving of interest, and this the more so as our cash turnover is a large one, and that as a result of the new issue of shares for share at par we shall be able to receive \$3,750,000 by the 30th June next.

(Continued on Page 7.)

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TAI LEE PIRACY.

THIRD DAY OF INQUEST.

At the Magistracy yesterday afternoon, the inquest on Captain Wilcox, who met his death on the occasion of the piracy on board the Tai Lee, was continued. Mr. R. E. Lindsell officiating as Coroner.

Lieut. R. R. Brauchamp, Assistant Harbour Master, sat on the Bench with the Coroner. As at the previous sittings of the Court, Mr. G. K. Hall, Brutton, watched the proceedings on behalf of the China Coast Officers' Guild, while Mr. C. G. Perdue, Assistant Director of Criminal Intelligence, represented the Police.

Messrs. H. R. Hancock (foreman), F. A. Perry and A. F. R. Silva-Nesto formed the jury.

The first witness called was Man Kau, who for ten months has been a watchman on board the Tai Lee. His station was at the grill to prevent stowage passengers from going up on to the middle deck. He stated that the grill was opened when the ship reached Wong Moon, for passing through the Customs there.

The Coroner: Where were you at 12.30?

Witness: On duty at the grill.

The Coroner: Was the grill open or locked?

Witness: It was open.

The Coroner: Who had the key of the grill?

Witness: The boatswain.

The Coroner: Was the boatswain about?

Witness: He was at work in the bows.

The Coroner: How do you know he was there?

Witness: It is customary for sailors to be there when weighing anchor.

The Coroner: What happened next?

Witness: It is usual for me to wait until all the sailors have gone down before locking the grill. Soon after the ship left, I heard firing in the bows on the top deck. I attempted to go out and investigate, but before I could reach the door four pirates came up and prevented me from going out by pushing me into the Comproadore's office. They shut the door and told me not to come out. An hour later the Comproadore was brought in. The Comproadore opened the safe under the pirates' orders. There was another safe of which the comproadore had not the key, so the pirates took him away to get it.

The Coroner: What happened?

Witness: I am usual for me to wait until all the sailors have gone down before locking the grill. Soon after the ship left, I heard firing in the bows on the top deck. I attempted to go out and investigate, but before I could reach the door four pirates came up and prevented me from going out by pushing me into the Comproadore's office. They shut the door and told me not to come out. An hour later the Comproadore was brought in. The Comproadore opened the safe under the pirates' orders. There was another safe of which the comproadore had not the key, so the pirates took him away to get it.

The Coroner: What happened?

Witness: When I stopped the third man, he spoke to the others in Chinese, which I do not understand, and the sailor who was with the boatswain, speaking in Hindustani, told me that the man was his relief during leave. I was satisfied and let him through.

The men went towards the bridge and witness locked the grill after them.

The Coroner: Were you guarded or alone?

Witness: One man stood outside on guard all the time.

The Coroner: Was there anyone with you?

Witness: Yes. Another looki Lee Shui, a watchman, and two servants of the comproadore.

The Coroner: How many pirates did you see?

Witness: Eleven or twelve.

The Coroner: Were they armed?

Witness: All except two or three.

In answer to further questions, witness described how the comproadore came back and unlocked the second safe, the money contents of which were taken outside in a fare basket. He was kept a prisoner in the office until about 4.30 a.m. during which time, by looking through a small glass panel in the door, he saw some seven or eight seamen bringing money along to the door of the office, in grass bags and baskets. He knew it was money by the click as the bags were placed

on the deck. The seamen were accompanied on each occasion by strangers, and were themselves armed. He heard the pirates call out, "Be off," about 4.30 a.m., and heard them lowering the ship's boats.

The Coroner: Did you at any time previous to 4.30 a.m. see the boatswain?

Witness: Yes, at 3.45 a.m., outside the comproadore's office.

The Coroner: What was he doing?

Witness: Looking for the comproadore.

The Coroner: Did he say why?

Witness: He wanted to take him ashore.

The Coroner: Did he find him?

Witness: No, the comproadore had disappeared.

The Coroner: Could you name any of the sailor pirates?

Witness: Sau Nam-yu.

Questions were then put by Mr. Perdue as to the direction from which the pirates had come, and witness replied that two had approached from the stern, two from the deck and two more from the port side on the same deck. He knew the boatswain's name was Man Sum, and although he did not know the man who had given the pirates the order to clear off, he would recognise him again.

Indian Guard's Marksmanship.

Indian Guard 278, an ex-soldier who had served in France with a Sepoy regiment, was next called, and owing to his being still under hospital treatment by reason of wounds sustained in the piracy, was accommodated with a chair. This witness was extremely loquacious, and took a considerable time to give the exact information that was asked for, preferring to elaborate the details of his share in the night's proceedings. It was established that his post was at No. 2 grill, which was situated on the starboard side of the ship towards the bows.

At midnight on January 20th, he took over his watch. The grill was locked and he had the key in his pocket. Rahmed Khan was on duty on the outside of the grill. At 12.30 a.m., just after the ship had left Wong Moon, the boatswain and two other men came along and called to witness to open the grill. Rahmed Khan had admitted them from the lower deck. He opened the grill to allow the boatswain and one sailor through, but would not allow the third man, an unknown Chinese, to pass.

The Coroner: What happened?

Witness: When I stopped the third man, he spoke to the others in Chinese, which I do not understand, and the sailor who was with the boatswain, speaking in Hindustani, told me that the man was his relief during leave. I was satisfied and let him through.

The men went towards the bridge and witness locked the grill after them.

The Siege.

The Coroner: Is it usual for the boatswain and sailors to go on the bridge deck at night?

Witness: Yes, it is usual, especially for the boatswain, about whom there are special orders.

Witness went on to describe the exciting incidents of the next few minutes, when a commotion broke out below, and the carpenter was heard calling Rahmed Khan to open the grill. This he did, and as the gate was being locked again a shot was fired from below, and Rahmed Khan fell to the deck. Witness did not know who fired the shot; neither did he see Rahmed Khan move again. Two shots were then fired at witness from the direction of the bridge, neither of which took effect, and sheltering by the side

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of a large box, he returned the fire with his revolver, which was fully loaded, although he could see nobody. Then he saw the carpenter lifting the grill and was about to fire at him when a man appeared from the direction of the bridge. He fired at the newcomer and scored a hit, the man calling out, as he fell, whereat another man ran up from the same direction, and met the same fate from witness's revolver. He fired two more shots in the general direction of the bridge, and proceeded to reload his revolver, which was now empty. While reloading he heard steps and the sound of somebody attempting to force the grill. Not waiting to complete the loading, he fired, and standing up to sight his object, was hit in the calf by a bullet, but not before he had settled with the tameter, who sank down by the grill obviously wounded rather badly.

Guards Disarmed.

Witness continued: "Then I sat down, laid my revolver aside, and took up my rifle, firing in the direction of any sound that I heard. I sat against the box and used all ten of the rounds in the magazine. Then I took ten more rounds from my bandolier to reload, when four or five men rushed from the first class passengers' room and seized my rifle. They also took my bandolier and the revolver. They picked me up and lifted me to the ship's side to throw me overboard, but then dropped me on the deck. Afterwards they dragged me to the first-class room, tied my hands and robbed me of the grill key. Another guard was there also wounded and tied up. Not long after two more were brought in."

In answer to questions, witness said he thought at first that the carpenter might have been lifting the grill to help or join the pirates, but he only saw one man at this

lower grill, and he was not armed. Mr. Brutton asked that the Comproadore might be recalled and questioned re the first-class passengers, as the guard had said that six persons had attacked him, although it was possible that the grill on the opposite side of the deck was open by that time, thus augmenting those who had passed the starboard grill. One had also to consider that the guard on the other side was in all probability less of a fire-eater than this witness.

Indian Guard M. was then called. Fully armed and with a full complement of ammunition, he had relieved another man at midnight inside the port grill on the main deck. He opened the grill once for the Captain to pass through and again, three or four minutes later, when he returned. It was relocked on each occasion. He saw Captain Wilcox walking towards the bridge. When the Captain got abreast of his own cabin, a shot was fired, and he fell to the deck. When witness saw what had happened, he fired three shots from his revolver towards the bridge at a vague figure he saw there. The only light to see anything by, was that which came through the cabin windows. A shot fired through the grill from aft, then hit witness in the right thigh, so he sat down on the deck, and fired three more shots at the bridge. Having emptied his revolver he took up his rifle and fired another shot at the bridge. The fire was returned and the first shot got witness in the left arm, causing him to drop his rifle. The assistant boatswain and another sailor then came up and removed his bandolier, arms and keys. They were both armed with revolvers.

Pirates in Possession

They opened the grill with the stolen keys and were joined by two or three more men, who commenced

striking witness with the barrels of their revolvers. The boatswain's assistant intervened, however, telling them not to do so as he "was not a bad man." They all went to the saloon and witness crawled after them. Shortly after, the former witness and the off-duty guards were all brought in and tied up. All were then removed to the bathroom in the stern and locked in.

The Coroner: Did you go through the grill?

Witness: We were led through the grill, where one of our number was lying dead.

The Coroner: You saw Rahmed Khan lying dead?

Witness: Yes, and a Chinese, also dead, close beside him.

The Coroner: How long were you kept in the bathroom?

Witness: About daybreak we knocked at the door from inside and were released by the carpenter, whose cabin was next door.

The Coroner: When you went to your quarters, did you miss anything?

Witness: All our property had been tampered with; my own box had \$110 taken from it.

Mr. Hancock, through the Coroner, asked witness if he heard Captain Wilcox make any sound or statement when shot. Witness replied that he heard only a short sharp exclamation, nothing more.

Questions by Mr. Brutton elicited the information that witness judged the shots to have come from the bridge, by the sound. He had seen no flashes of any sort. Neither had he seen anybody come on to the deck from the passenger cabins.

The Coroner then asked the jury whether they would care to continue, or adjourn, and a majority being in favour of adjournment, it was decided to continue the enquiry on Tuesday afternoon at 2.15 p.m. at the Magistracy, when evidence of the head guard, the pilots and quartermasters will be taken.

SALESMAN SAM



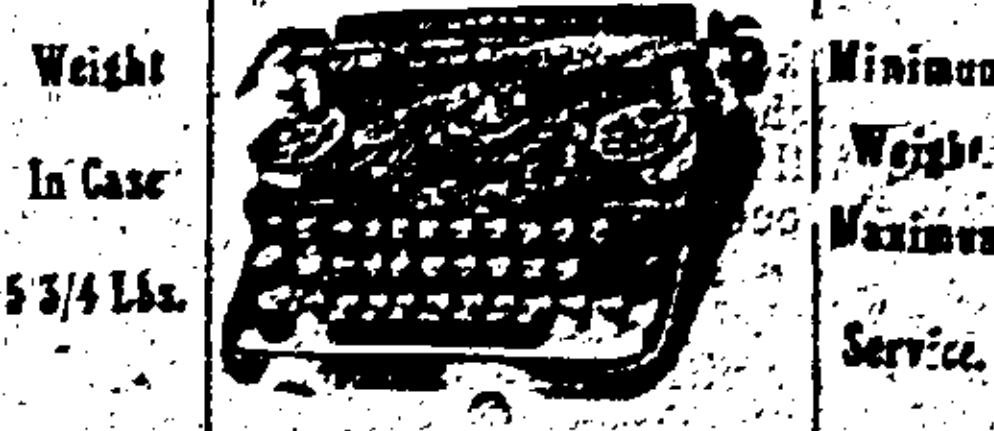
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EARLIER TELEGRAMS.

CHINA AND RUSSIA.

London, March 21.
Commenting on the strained Sino-Russian relations the Daily Telegraph's diplomatic correspondent says that if Moscow should attempt to carry out its threat to invade Manchuria or other Chinese provinces on a substantial scale, a serious international situation might be created, having regard to the principle of Chinese territorial integrity laid down by the Powers and endorsed at the Washington Conference. The Daily Mail in an editorial charges the Bolshevik envoy, Karakhan, with systematically plotting against the peace of China and attempting to stir up trouble of every kind. It declares that Bolshevik control of the all important Chinese Eastern Railway as demanded by the Soviet Government would mean the destruction of business and efficiency with the result that the Japanese lines to Port Arthur and Korea would lose their Manchurian traffic and cease to pay. Japan therefore is certain to give quiet support to China in case of a threat of war. It does not seem probable that China is in any serious danger.—Reuter.

London, March 21.
The Daily News diplomatic correspondent opines that it is unlikely that the Russians will resort to military measures in Manchuria, but that if they do the western Powers will undoubtedly take action.—Reuter.

AMERICAN RAILWAY RATES.

Washington, March 21.
It is understood that the protest of the Japanese Government against the decision to allow preferential railway rates on American goods shipped in American vessels will be followed by a similar action by the Dutch Government. Other countries are expected to later make representations to the State Department, which has hitherto only intimated that complaints will receive careful consideration. The case of Japan may be complicated in view of the fact that certain Japanese steamship companies have contracts with certain railways, which they contend entitle them to the same benefits as would accrue to American vessels under section 23 of the Merchant Marine Act.—Reuter's American Service.

BIG PRESS MERGER.

London, March 21.
It is officially announced that the directors of Hulton and Co. have accepted the offer of Sir William Berry, and J. Gomer Berry for the sale to them of the Manchester branch of the company's business, including the Daily Dispatch, Evening Chronicle, Sporting Chronicle, Sunday Chronicle, Empire News, Athletic News, and a number of other periodicals. The new company has been formed to take over the above-mentioned properties, also to acquire the Sunday Times. It is understood that on the completion of the purchase of the above properties, the debentures will be valued at approximately four millions, but those issued by the Daily Mail, trust, last October will be redeemed.—Reuter.

ROYAL DUTCH COMPANY.

Amsterdam, March 21.
The Royal Dutch Company has decided to issue in June ordinary shares at par to existing share holders, in the proportion of one new share for four old ones, thus increasing the ordinary capital by eighty million florins and giving shareholders a substantial bonus.—Reuter.

ESPIONAGE IN GERMANY.

Leipzig, March 21.
Capt. Darmont, alleged French spy chief, was sentenced to twelve years penal servitude, and a fine of five thousand gold marks. Bismarck confessed that he supplied Darmont with sixty-two reports on the German Reichswehr, for which he obtained in 1922, sums aggregating one million marks.—Reuter.

SIR FRANK HOLLINS' ESTATE.

London, March 21.
Sir Frank Hollins who died recently, left an estate valued at £315,357.—Reuter.

THE CHURCH IN CHINA.

SYNOD IN CANTON.

The Fifth General Synod of the Chung Hua Sheng Kung Hui met at Holy Trinity College, Canton, on Sunday, March 16th.

On the previous evening the members of the Synod met in the main hall of the College, when they were welcomed by the Bishop of Victoria and the clergy and laity of the Canton Sheng Hua Sheng Kung Hui.

On Sunday the Synod service was held in the Church of Our Saviour. Bishop Graves of Shanghai celebrated and Bishop Norris of Hankow as Vice-Chairman. The Rev. S. H. Little was re-elected as Secretary. The number of representatives attending at Canton falls short of the full number, owing to the great distances some of those elected have to travel and the difficulty of leaving their work, and also because of the unsettled state of China, which has made it impossible for any representation to come from Szechuen. The other ten dioceses are all represented. In the Lower House there are visitors from Japan, Singapore, Labuan and Sarawak and Manila, who come to represent the overseas Chinese.

The business of the first day consisted in the election of officers, the appointment of certain committees and the adoption of reports of committees which have been at work since the last General Synod in 1921.

At the close of the afternoon session on Monday, the members of the Synod were the guests of the congregation of the Church of Our Saviour, and were entertained in the First Public Gardens. On Tuesday the House of Representatives continued its work of dealing with reports of committees, and a great deal of attention was given in particular to the revision of the Canons of the Chung Hua Sheng Kung Hui.

The House also dealt with the work among Chinese students in Japan. Three years ago, at the request of Chinese Christians in Japan and also of the Synod of the Japanese Church, Bishop Scott

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SCHOOLS' SPORTS.

ST. STEPHEN'S COLLEGE.

St. Stephen's College held its annual athletic sports meeting at Happy Valley yesterday afternoon, under very favourable weather conditions. A large crowd of parents and friends witnessed some very close finishes. The senior class was in the fore, taking all the form events. In the senior high jump Leung Sai-wa cleared 5 feet 3 inches, quite a good effort.

Before asking Mrs. S. W. Tso to distribute the prizes, the Rev. W. H. Hewitt, in a very short speech, thanked the Jockey Club for putting their ground at the disposal of the College. He also thanked the prize donors and the committee who helped to make the afternoon a success. Mr. Tso thanked the committee for asking his wife to present the prizes, and congratulated the winners.

BASEBALL.

SOUTH CHINA v. U. S. S. ASHEVILLE.

The South China baseball team will start the season with a game against the sailors of the U. S. S. Asheville, to be played at Sookunpo ground at 2 p.m. on Sunday.

The South China boys are again showing interest in baseball and will make a strong bid for the lead in the League this season. Last year they won without much competition.

The team that will represent South China on Sunday will be as strong as the one sent to the Far Eastern Olympic last year. Pee-wee-Chin, the Chinese "City Cobb," will handle first. "Big" Seid, who learned baseball on the sand lots of Oakland, will cover second; Cy Leung, a fast man from Japan, will play short. June Chin, a seasoned ball player, will occupy third. "Panama" Hoo, the old veteran, will again be seen in a uniform at left field. Old man June, with his pair of youthful legs, will pull down the flys at center. Dan Chin, the fastest man on the team, will play left field. Dick Shim, who, when not playing ball, is a dignified College professor, will do the twirling. Schoolboy Kong will handle Dick Shim's slants.

The sailors are showing keen interest, and a close game is expected.—Contributed.

KOREA MARU AFIRE.

(Our Own Correspondent.)

Shanghai, March 21.
The T.K.K. liner Korea-Maru arrived at Woosung at noon. Number three hold was afire. The crew assisted the Shanghai fire brigade, and extinguished the fire with slight loss. The T.K.K. office announces that the vessel will sail on schedule to-morrow for Hongkong.—Reuter.

The firemen have extinguished the Korea Maru blaze. The loss and damage are not serious. The steamer is sailing for Hongkong on Saturday.

of Shantung was given the oversight of the pastoral evangelistic work among Chinese in Japan. The earthquake of September 1st stopped the work in Tokyo and Yokohama, and the question of what steps should be taken to reorganise this was brought up by a visiting delegate from Japan. The matter was finally left to the Board of Missions to settle at a later session.

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| 48 | STEPPIN' OUT | " " |
| | UNFORTUNATE BLUES | " " |
| 38 | RAGGEDY ANN | " " |
| | IN LOVE WITH YOU | " " |
| 40 | BETTER KEEP BABYING BABY | " " |
| | A/CROSS-EYED PAPA | " " |
| 46 | BEAUTIFUL HEAVEN | WALTZ |
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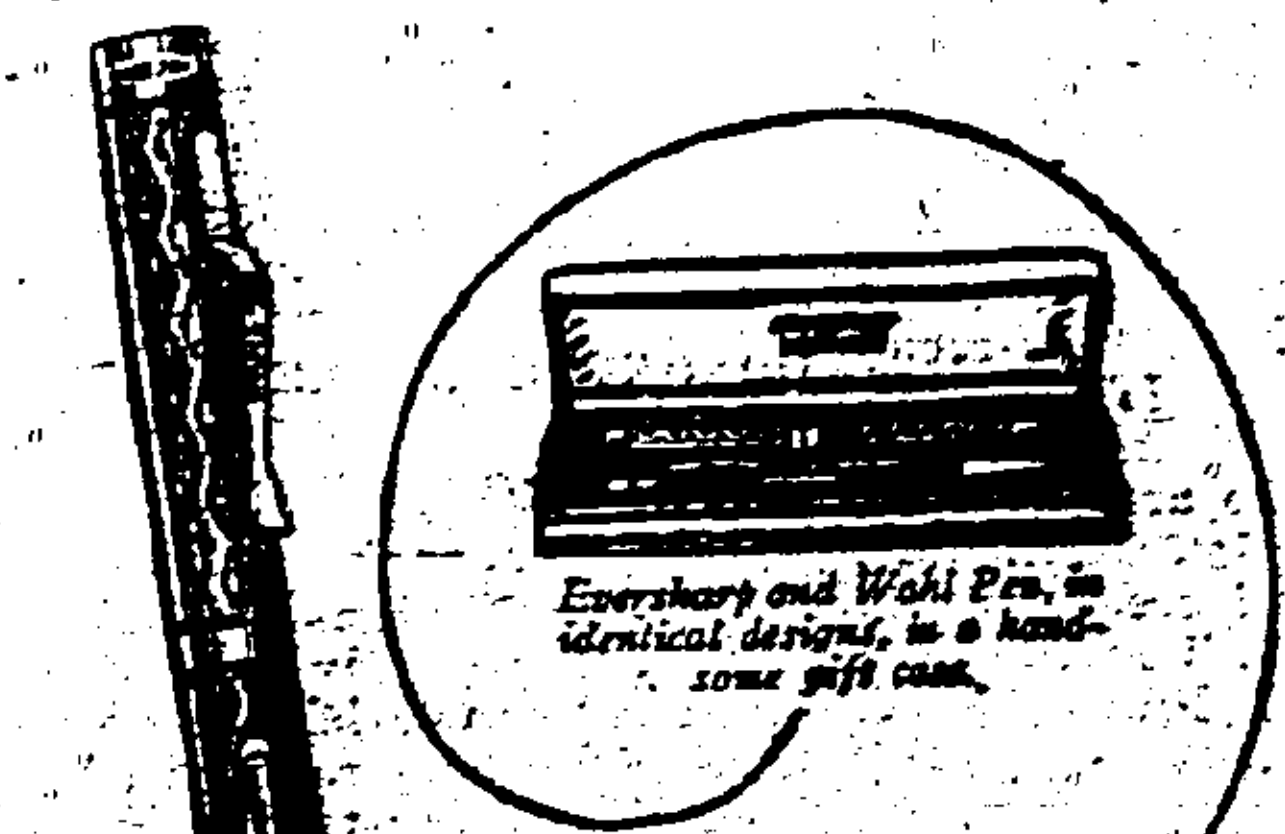
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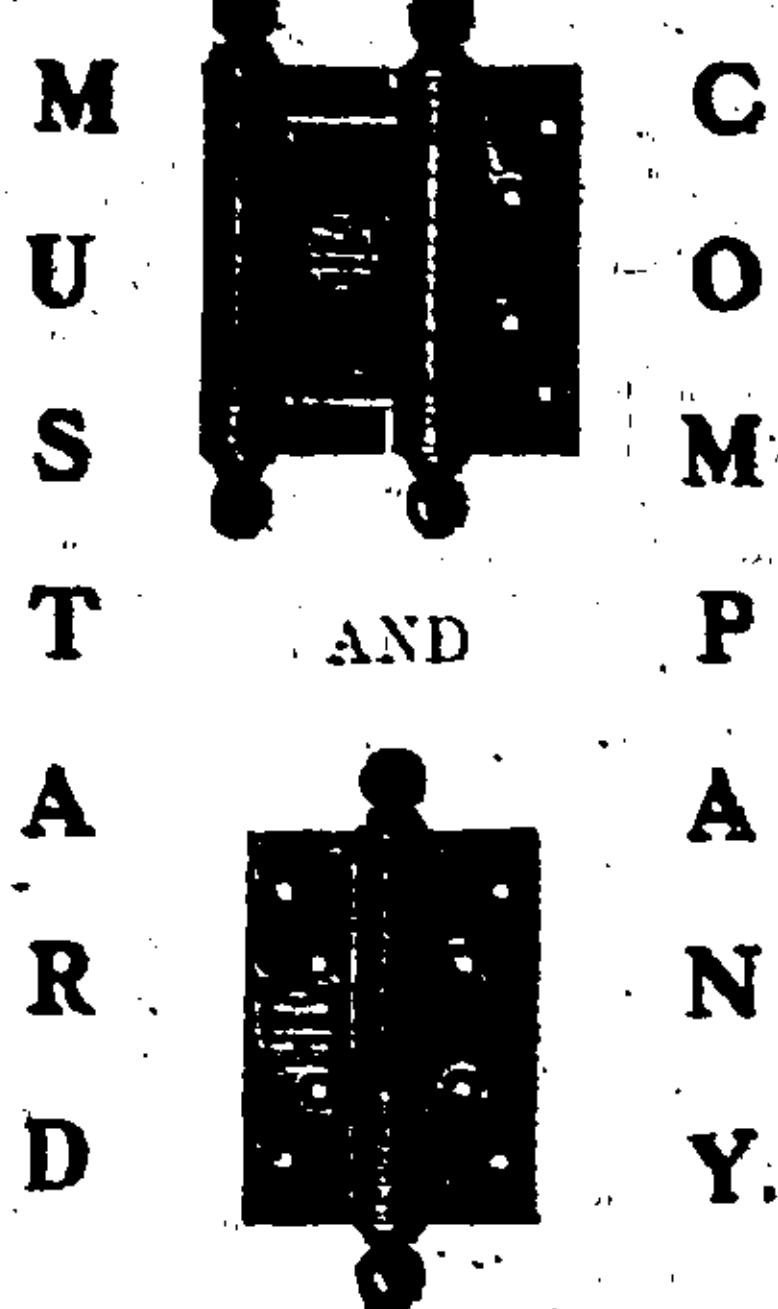
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Mr. and Mrs. P. Durnerin inform their friends of the sad bereavement: they have suffered in the person of their father-in-law and father Major J. B. Arsac, Officer of the Legion of Honour, deceased at Clermont Ferrand (France) on the 15th. March.

The Telegraph.

HONGKONG, 22nd March, 1924.

WAR CLOUDS.

Suddenly, in a comparatively blue sky, comes a black cloud, and a threat of war darkens the outlook in the Far East. So little import has been attached to Soviet Russia's threats—seemingly of no more concern than previous menaces which have ended in smoke—that this news of serious preparation for hostilities against China has been something of a jolt for the outside world. The dispute between the Russians and Chinese has been a protracted one, and has as its focus the desire of the Muscovites to re-enter the portals of control from which he was ousted a couple of decades ago. The main bone of contention has been the administration of the Chinese Eastern Railway, and no doubt the recent complaints by the Soviet against bandit raids in Manchuria, alleged to have had Chinese support, have been part of the campaign of fault-finding. Now matters seem coming to a head, one is not concerned so much with the why and wherefore of the dispute as with its probable consequences. Soviet Russia apparently intends to kill two birds with one stone when claiming extended powers in Manchuria. Control of the arterial railway is but one way of hitting at Japan, and a hard blow at that. It appears as if the Russians now in power at Moscow are bent on putting their strength to the test; who knows, possibly with the hope of reversing the position brought about by the Russo-Japanese war. If such be the case, it is a gambler's chance in view, and probably will prove nothing short of a suicidal policy. *En passant*, it seems that the aggression is aimed at Peking, whilst negotiations for an understanding with Canton are yet in progress.

One thing that obtrudes itself before students of the situation up North is the change of tone adopted by the Soviet ever since British and Italian recognition of its government. That was a

triumph for Bolshevism in its way, and we fancy the wine of success has gone to the heads of the Russian dictators. Recent high-handed action against the Japanese at Vladivostok may be but a symptom of the new disease of aggression which has evidently affected Moscow. The really grave feature about this threat of war is the impossibility of the Powers standing aloof. They cannot allow such questions as the sovereignty of Mongolia and of Manchuria to be left to the result of a Russo-Chinese war. Japan can least afford to keep out of the dispute, and her intervention alone will serve to make matters very serious. As it is, the other interested Powers are bound to intervene in defence of Chinese integrity and treaty rights. One can only trust that Red Russia will not try to push matters too far. We continue to hope that the dispute can be settled without any resort to the clash of arms. Otherwise there is no telling what dire results might follow in the wake of the present flicker of flame. It is the duty of the international brigade to prevent its development into a huge conflagration, and they need to act promptly.

Hongkong Leads.

In a special article in to-day's issue figures are given to prove that Hongkong as a shipping port is still very much ahead of Shanghai, especially in relation to ocean-going tonnage. It would indeed be interesting to know Hongkong's present position among the great ports of the world. Nearly 26 million tons of ocean-going shipping arrived and left this port last year—this figure being a considerable increase on the year 1922, when we occupied third place. It would not be surprising to learn in a few years' time that Hongkong had risen to second place, for, judging by the constantly increasing number of ships coming here, Hongkong is rapidly gaining on the leaders. During the first two months of 1924, new records have been created, so we are informed, and there is every promise that that increase will continue to mark the year throughout. In this connection it is to be hoped that the Government will not too long delay its promised harbour development scheme. The last information the public had was that the Government was awaiting the return of Mr. J. Duncan, the harbour expert of the Public Works Department, before committing itself to any definite scheme, and seeing that Mr. Duncan has been back in the Colony some little time, one is justified in expecting a fairly early pronouncement. If Hongkong is to justify its high rank among the world's shipping ports, it must pay very early heed to its harbour requirements. We want more wharves, piers, buoys and such like necessities, we want better cargo handling facilities and generally a more attractive scheme of things altogether. We ought to be very proud of our rank and very jealous of our reputation.

Constitutional Reform.

There is some measure of interest for Hongkong in the announcement of the new regime in Northern Rhodesia as a consequence of this territory passing from the control of the Chartered Company to that of the Crown. The telegram on the subject yesterday showed that the Constitution is practically on all fours with that of this Colony. There are to be Official and Unofficial members of the Legislative Council, but the latter will for the present not be elected, because it is thought advisable to consult local opinion before any decision is taken regarding the electoral arrangements. Whilst it is impossible to make any real parallel between Rhodesia and Hongkong, the conditions being so dissimilar, we shall watch with much interest the future decisions regarding this territory. As we read the message, there is implied an eventual intention to grant the elective principle to Rhodesians, and as Hongkong is pleading for the same system, there should at least be some hopes of some of the local Constitutional Reformers' demands being met. The Labour Govern-

DAY BY DAY.

I CONFESS TO A DEEPENING AND INCREASING DOUBT WHETHER THE PRESENT EUROPEAN SYSTEM CAN RIGHT ITSELF.—H. G. Wells.

It is notified that the name of the Oi Kwan Knitting and Weaving Company, Limited, has been struck off the Register.

Owing to a small breakdown in the winding gear, the Peak Tramway service had to be suspended for an hour this morning, pending repairs.

The foundation stone of the new Hongkong and Shanghai Bank building at Tientsin was laid with appropriate festivities last week.

His Excellency the Governor has reappointed Dr. Charles Forsyth to be a Member of the Dental Board for a further period of three years.

It is reported from Canton that the authorities there have decided to levy taxes on luxuries, such as toilet goods and jewellery, varying from five to fifteen per cent. on the retail prices.

His Excellency the Governor has appointed Mr. N. L. Smith to act as a Member of the Court of the University of Hongkong during the absence from the Colony of Mr. J. R. Wood.

Two Consular policemen at the Japanese Consulate-General at Shanghai have been sent to prison for two years and one year and eight months, respectively, for selling heroin worth \$13,000.

A Canton report says that in consequence of rumours that a secret female envoy has been despatched by the Northern Government to Canton for the purpose of inducing the Yunnanese troops to go over to the North, five female detectives have been ordered to watch to out for her at the various hotels.

It is notified in the *Gazette* that a Police Court and Magistracy for Kowloon and District is to be opened at the old Police Station Building, Yaumati, on April 14th, which will deal with cases from the Water Police Station (other than harbour cases) and from the Yaumati, Mong Kok, Shamshui, Kowloon City, Hung Hom and Tsun Wan Police Station, as well as certain cases from the New Territory.

Two men who posed as constables, and a third identified to be an earth cooler, entered a matchbox on Mount Kellett Road in which a coolie was sleeping on the night of the 20th. They forced him to accompany them and near No. 180 The Peak, he was suddenly beaten with sticks, whilst a sum of \$3.50 taken from his pockets. A report has been made to the police and the description of the earth-coolies who participated in the robbery has been circulated.

Everybody who has seen "Potash and Perlmutter," the notable film now showing at the Coronet Theatre, agrees that it is one of the most enjoyable pictures ever shown in the Colony. It is not only a picture that you can enjoy while the two famous partners are quarrelling and laughing their way through life's adventures—it is also a picture you can think over weeks after with the greatest pleasure. That is a tribute that cannot be paid to very many pictures.

Returning to the Colony after their visits to Canton and Macao, Kaa's Royal Hawaiian Troupe will begin a brief Kowloon season in the Star Theatre to-morrow. Those who saw this clever and versatile company in the Theatre Royal will bear testimony to the merit of the show they give. Their programme is a varied one, including song, dance and melody. Especially good are the Jazz Four, while a distinct novelty for this Colony is the marimba instrument they have brought here for the first time.

ment, however, is proceeding warily in the case of Rhodesia, but there is some comfort to be found in the fact that local opinion is to be sounded. It is surely about time that Hongkong heard what the Labourites think of its request for an amendment of the Constitution. We may not get an Unofficial majority, but we can make out an excellent case for the election of our Unofficial members.

Bulls and Inners**From the Office Butts.**

We are authorised to contradict the rumour that, owing to the Peak tram barrier having solved the crushing problem so satisfactorily, it is proposed to start the new Magazine Gap tram from the same station, with a view to still further catering for the comfort of passengers.

It would then be a case of killing two herds with one goan.

The Police declined to house a batch of Bibles this week. We should have thought they would have been delighted to see the gospel truth brought home.

The Dog Show was quite a snappy affair.

The cats were purrfectly lovely.

It all goes to prove that even a cat and dog life has its interesting moments.

One way of keeping petrol prices constant is to keep them high.

When Winston Churchill heard that he had been defeated, he "walked up and down the hall biting his lips." A preliminary movement to chewing the cud, we suppose.

We understand that the Secretary of a well-known local club is anxious to find a comfy home for a nice-looking donkey. Let's hope his offer doesn't end in s-moke!

Of course, if it's an honourable Noddy it could put up for the Legislative Council.

Once there, the Hon. Noddy could emulate the example of Balaam's ass and indulge in a bit of back-chat.

"Dress Well and You Will Be Successful" says an advt. Trouble is you have to be successful to dress well.

A rougeless week is suggested. Some men wouldn't recognise their wives in the street then.

Social note: The puppies largely outnumbered the cats at last Saturday's show.

A Mr. Colt, who has been divorced, is marrying a woman who has gone through the same process. He seems to be a repeater.

Years ago, folk bought homes before motor-cars.

Watson's dividend, like For-mazone, was "refreshing and invigorating."

Next Tuesday will be Settlement Day for some folk.

We have heard a suggestion that it might be called "Settlement Day," or "Settle 'em" Day.

President Coolidge says he will "stand pat." If he does, he will stand patting on the back.

Perhaps the winning dogs in the Dog Show claim that their dogged determination pulled them through.

Even some of the exhibitors looked awfully "doggy."

A Shanghai milkman has been arrested for not putting enough milk in the water.

They say fast footwork is necessary in fighting. It's more so in not-fighting.

The Prince of Wales' hobby is horses. Looks as if the horses' hobby is the Prince of Wales.

Chinese are rapidly absorbing Western ideas. The other day an orator up North was pelted with stale eggs.

President Coolidge was born on July 4th. He's got plenty of chance to show his independence now.

At a recent Washington wedding the bride's father was Judge Nott. We suppose he left the verdict to the bridegroom.

The very latest: The Irishman carries a bottle, the Scotsman a glass.

One broker less. A bowler hat got smashed up in E.A.S.M.A.'s lift on Thursday.

Hongkong's profoundest optimist:—The man who tried to make money by hawking Bibles.

Our habit of referring to English as the "mother" tongue is probably accounted for by the fact that father rarely gets a chance to use it.

A writer in a Shanghai contemporary suggests the authorities should "take Time by the fetlock." Looks like a leg-pull.

Chairmen of local companies which are not increasing their capital, are probably wondering whether they ought not to Sayce-r.

What with "pale places" and "black spots," Mr. Jenkin ought to be a good judge of fox terriers.

Judging by the odour of the last few mails, onion imports into Hongkong must be booming.

We understand that the Star Ferry Co., following their notice re DOGS, are contemplating posting up a request to passengers who desire to jump overboard not to choose the rush hour service, as it inconveniences regular travellers.

The doctors' latest is fruit before meals. Algy assures us that he has several cherries and olives every evening before dinner.

California has 152,000 single women over 25 years old. A good place to steer clear of!

The girl of to-day is so afraid that she will become the girl of yesterday that she becomes the girl of to-morrow.

The short mosquito is dangerous, we are told. Short, but to the point.

Some men buy loud speakers some marry loud speakers, and some loud speakers get elected to office.

Even when a man gives you his telephone number in Hongkong it's often hard to get it.

The most popular reading matter in Hongkong Gaol is the calendar.

What about a few of these "Ching Wu" boxers instead of Indian guards?

These large shipments of silver coin from Canton to Shanghai don't look good to us.

Some folk are fond of cats. We know of several in Victoria Gaol, however, who are to as partial as they might be.

The worst of these oil scandals is that it is difficult to confine them to one place.

As we write the above, we have Kowloon roads in mind.

Stands Scotia where she did? We doubt it after reading about the northern Chinese pirate chief, who, dressed up in real tartan kilts, was bought off for one dollar!

Shanghai will take its disappointment over our tonnage figures all the more philosophically when it recalls that Hongkong also leads the way in the number of pirated ships.

What between a rejuvenated Bessie's Bar and new hydrants, we should be all right this summer.

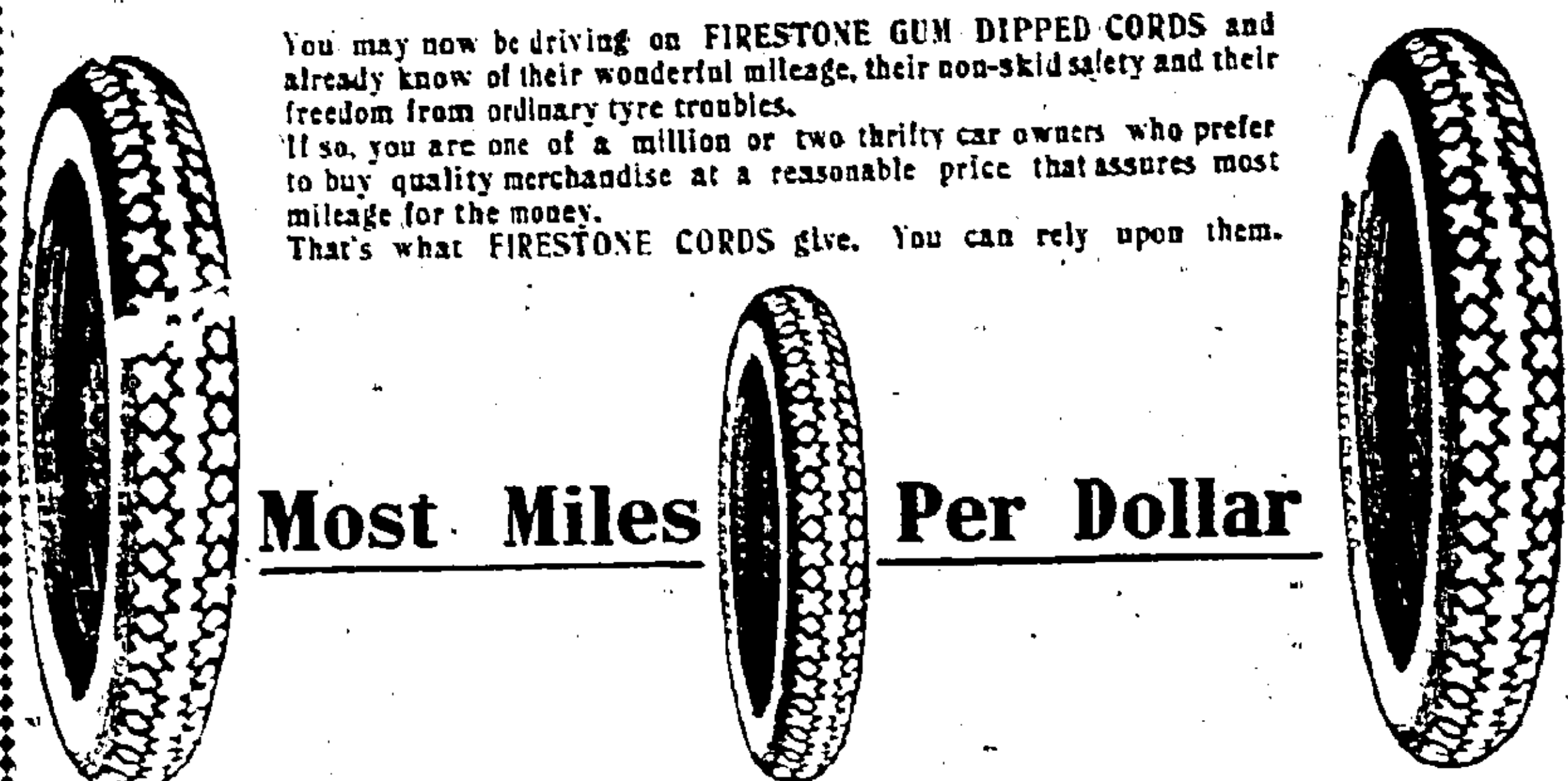
The worst of these tonnage returns and national debt statistics is that they use up so many figures.

There is no truth in the rumour that the pirated Kwong Shun will be on exhibition at a charge of 50 cents per head.

American telephones are being installed in Rumania. Suppose she is too weak to fight against the verdict to the bridegroom.

Mars will come within thirty million miles of the earth in August next. Well, it does so at its own risk.

Firestone

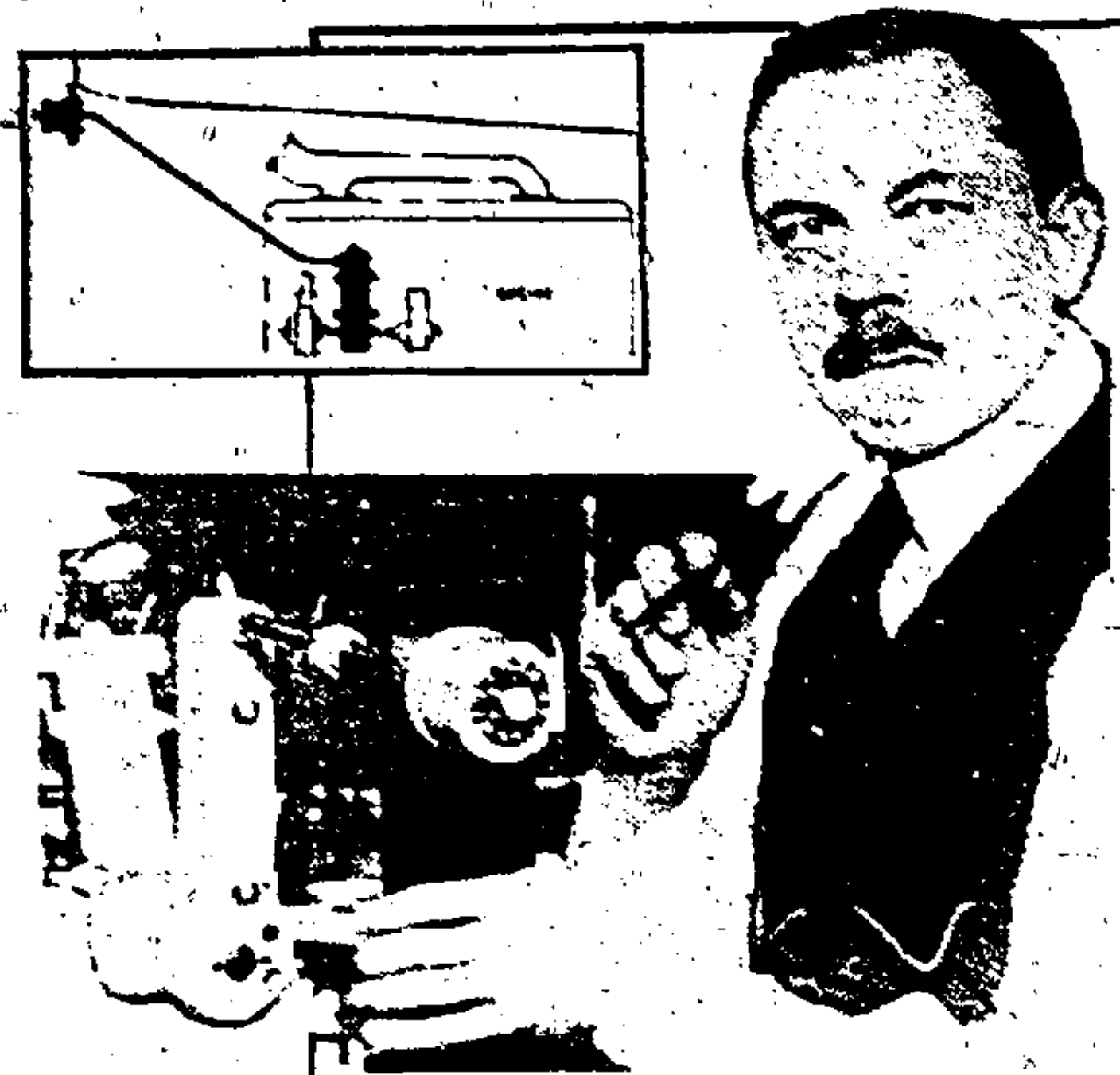


You may now be driving on FIRESTONE GUM DIPPED CORDS and already know of their wonderful mileage, their non-skid safety and their freedom from ordinary tyre troubles. If so, you are one of a million or two thrifty car owners who prefer to buy quality merchandise at a reasonable price that assures most mileage for the money. That's what FIRESTONE CORDS give. You can rely upon them.

Most Miles Per Dollar

DISTRIBUTORS: **The DRAGON MOTOR CAR Co., Ltd.**

ENGINE WORKS ANTI-THEFT LOCK.



One of the latest forms of anti-theft devices for motors is the mechanism invented by Louis Reichart of Philadelphia. Controlled by a combination at the dash, the lock is attached to the crankshaft so that, if the car is started while the device is locked, a noise like the old-fashioned watchman's rattle is made. Reichart is shown with the device, while above is a diagram of its arrangement.

THE 1924 BUICK.

GREAT EXPANSION OF FACTORIES.

So great has been the increase in demand attendant upon the introduction of the 1924 Buick models, that the Buick Motor Company will expend \$11,000,000 for new buildings, additions and equipment for its main plant at Detroit.

Although Buick built more than 200,000 cars during the calendar year 1923, this record-breaking number was found insufficient to supply the demand, and the vast expansion programme is designed to enable the company to increase its production to the estimated figure of 235,000 to 250,000 cars for the year 1924.

Following so closely upon the winning by Buick for the sixth consecutive year of first place at the American Motor Car Shows for volume of sales, the further expansion of Buick's immense manufacturing facilities gives indisputable evidence of the public verdict in favour of the four-wheel brakes, improved engine lubrication and many other features of advanced engineering design found in the 1924 models. The additions contemplated in the expansion programme just authorized will affect nearly every department of the factory. New buildings will be added to the foundries, the forge shop, the body building shop, the material storage department, as well as additions to the engine plant, the heat-treat plant, the engine testing building and the tool making shop. There will also be an expansion of shipping facilities including special features to meet the rapidly growing export trade.

The additions to the manufacturing plants will total approximately 320,000 square feet.

The increased manufacturing facilities will naturally require increased space for executive functions and for the latter purposes a number of new buildings will be provided at Flint. Among these, two are to be devoted respectively to engineering and personnel service, while another entirely new building will be erected for the manufacture of automatic screw machine parts.

The Engineering building will house the laboratories as well as all engineering personnel and equipment. It will be an up-to-date structure of reinforced concrete. The personnel service building will bring together all departments relating to welfare of employees such as the medical, legal savings, employment, and other departments concerned with the personnel of the organization.

The main office building is to have two additional floors, adding 30,000 square feet to the present office floor space. Not included in the appropriation of the \$11,000,000 for the expansion of the factories, is the vast amount of money expended and still to be invested in providing additional facilities for Buick Branches in various parts of the United States.

Notable among these are entirely new service buildings in the cities of New York, Indianapolis, Pittsburg and Jacksonville, Florida. The erection of a large building at the latter point illustrates particularly well the importance with which service is regarded by the Buick Company. This branch building is designed primarily to serve the large number of winter tourists from the northern parts of the United States who go to Florida in their cars to enjoy its tropical climate.

ONE WAY OF DOING IT.



Thanks to the proper placing of 2,635,242 ticks, Constable Brown is able to secure observance of the speed ordinance for a distance of at least fifty feet.

TRIUMPH

1924 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magneto Lighting Set

Roller Chain Drive, 3 inch Tyres.

Price:—H. K. \$800.

SOLE AGENTS—

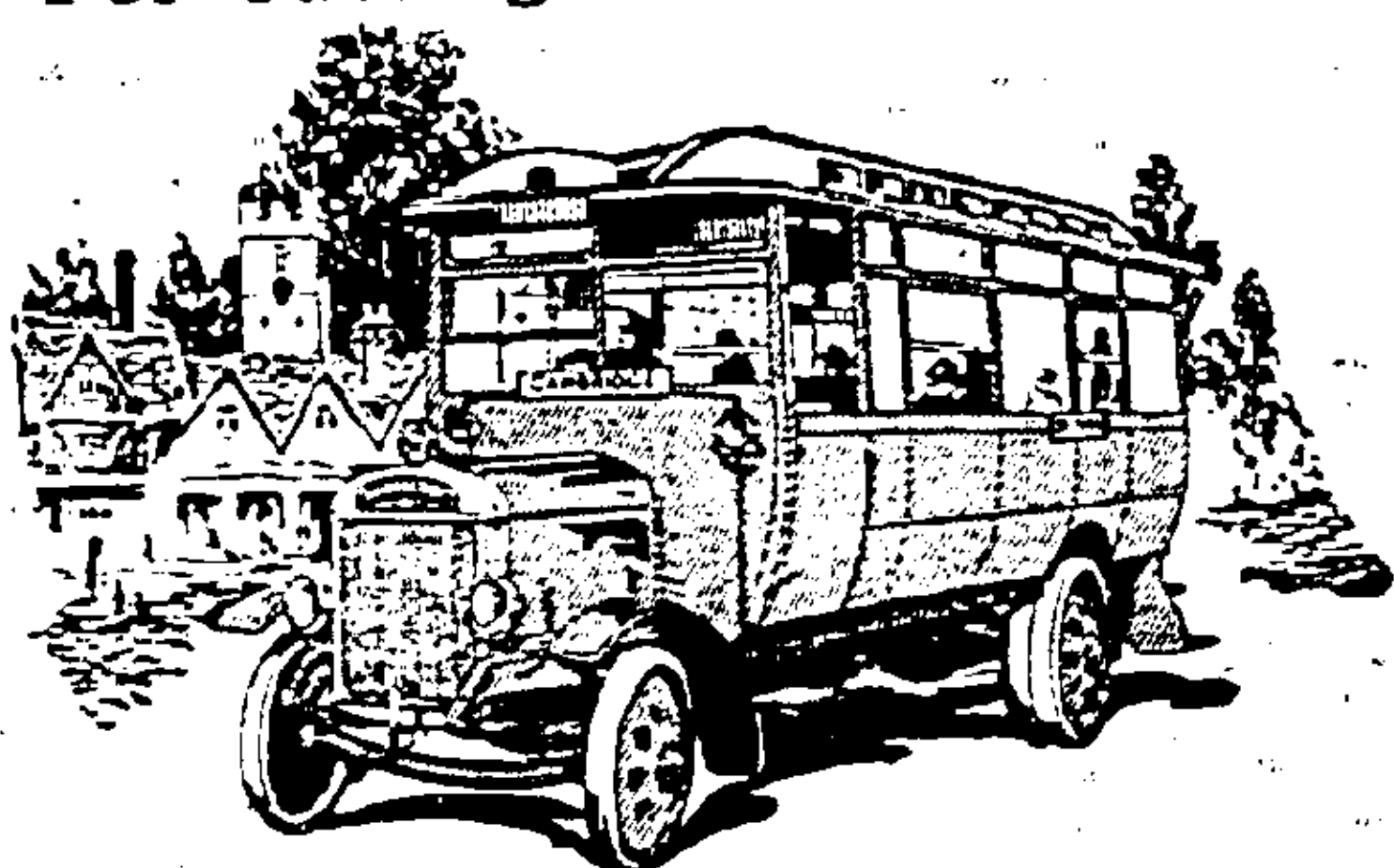
Alex. Ross & Company,
(China) Ltd.

Bank of China Building, Duddell Street.
Telephone C. 2487.

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COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise

TRUCKS
FOR HAULAGE
FROM
2 TO 6 TONS



BUSES
SPECIALLY
DESIGNED
FOR THE
COLONY.

BRITISH BUS FOR BRITISH COLONY

TRUST A
THORNYCROFT
WITH YOUR
TRANSPORT

SERVICE and ECONOMY

SPARE PARTS
CARRIED
IN STOCK

SPECIFICATION and PRICES

Tel. 32. **HONGKONG HOTEL GARAGE** Tel. 32.
THE HONGKONG & SHANGHAI HOTELS LTD.

THE BUICK MODEL "50" LIMOUSINE SEDAN.

Combining the qualities of a chauffeur-driven car with those of a closed car for family use, the Buick Limousine Sedan is a distinctive addition to the Buick line for 1924. It is another evidence of Buick's policy of furnishing a car for the majority of motoring needs.

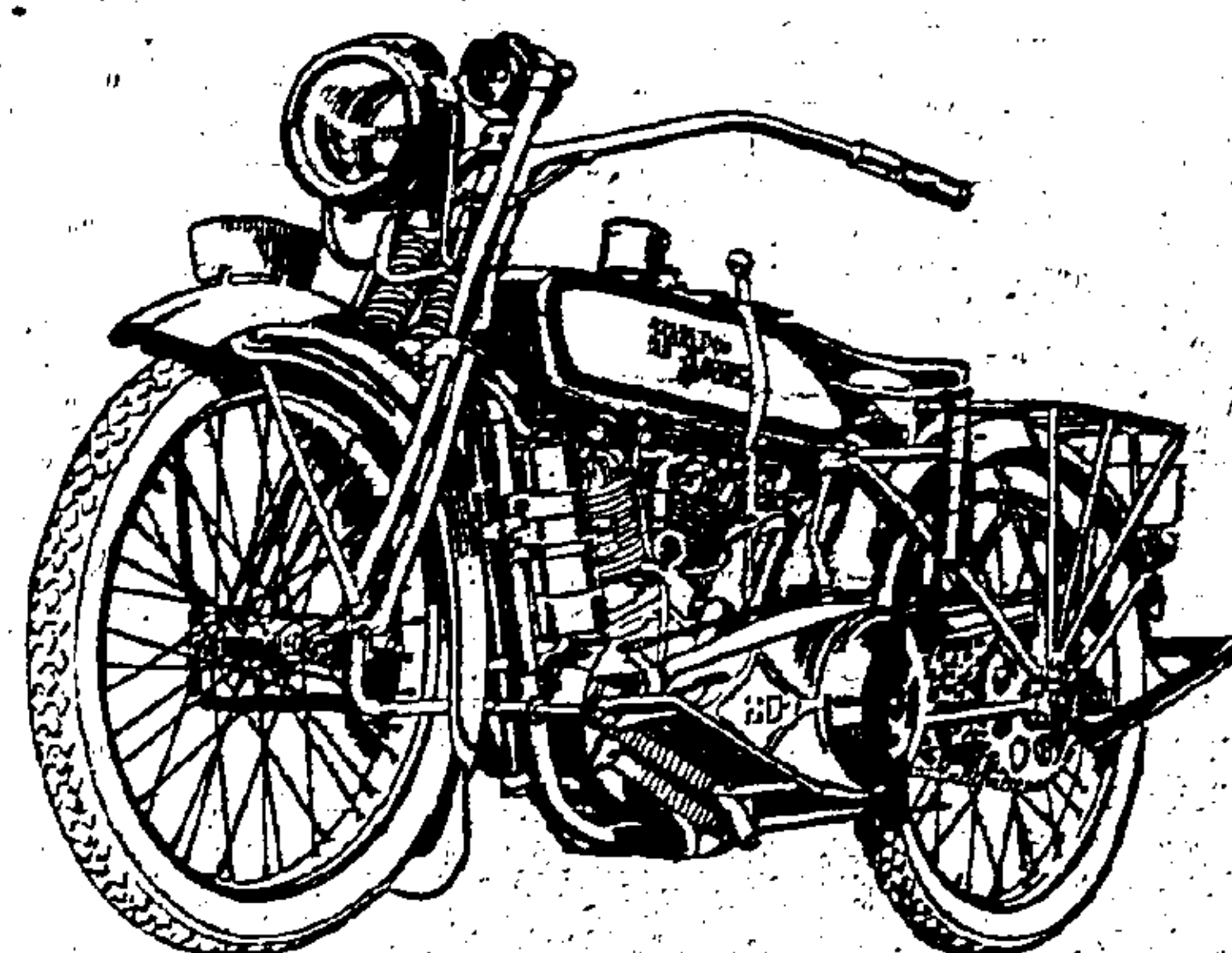
The one-piece curved glass that separates the driving compartment from the tonneau can be lowered completely out of sight by simply turning a small handle on the back of the front seat. The car is then converted into a Sedan for the use of the owner or members of the family.

Sole Agents:

**Hongkong and Kowloon
Taxicab Co., Ltd.**

Telephone No. 1036.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY
SHEWAN TOMES & CO.

Sole Agents. Tel. 781.

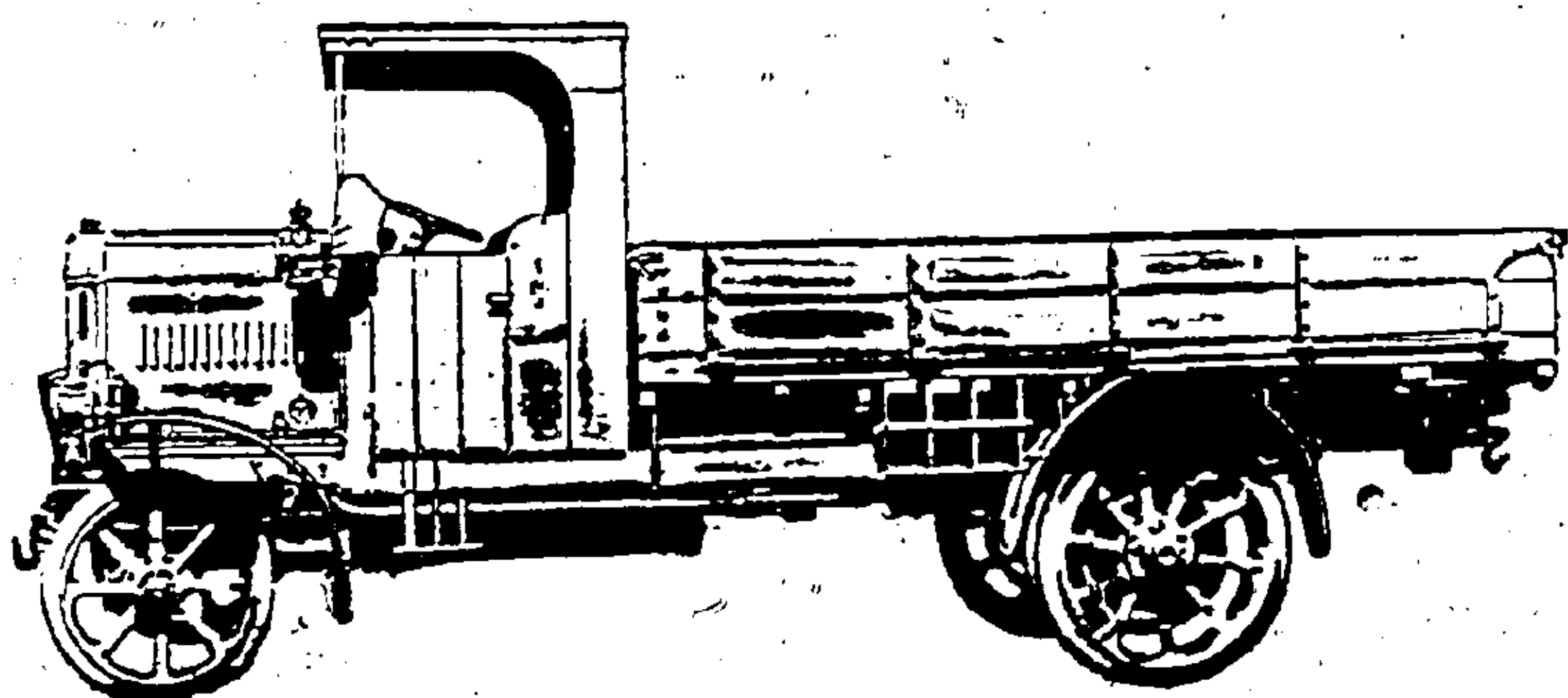
HOW HENRY FORD SPENDS HIS SPARE HOURS.



These pictures show how Henry Ford spends his spare hours. He is shown splitting wood, enjoying himself in the country, as a yacht-man and as he appears when skating. Inset below is the schoolhouse he attended as a boy, which he has recently purchased.

Certain cars have no way of the feed pipe to the gauge and draining the crankcase from underneath, and the problem of getting out the oil is difficult under some conditions. The best plan, however, is to disconnect other receptacle.

While the home garage still exists on paper no feature of its construction deserves more careful consideration than choice of door. A poorly planned door may be a source of continual regret, while one that cannot be operated with a minimum of effort will plague the patience of a modern job.



"If the writer were asked to sum up the 'Dennis' 2-2 1/2 tonner

HE WOULD DESCRIBE IT AS AN ESSENTIALLY HIGH-CLASS, WORM-DRIVEN MACHINE, BUILT ON THE ORTHODOX LINES OF BEST ACCEPTED STANDARD PRACTICE. THERE IS NOTHING EXPERIMENTAL OR DARING IN THE DESIGN; THE CHASSIS IS JUST A REPRESENTATION OF RIPE EXPERIENCE ACCUMULATED OVER TWENTY YEARS OF SOUND WORK."

How could you describe in fewer words the essential features of the machine you need for your transport services. Here you have up-to-dateness in design, soundness of construction, quality of material, dependability—all combined with, and benefiting from, an experience of motor manufacture which dates back beyond the passing of the Light Locomotive Act, in 1893.

BRIEF SPECIFICATION:—

30 h.p., 165 x 150 mm. engine, forced lubrication to working parts by gear-driven pump, large oil sump in crankcase, high tension waterproof magneto, external Perodo-lined clutch, gate change 4-speed and reverse gearbox, with direct drive on 4th speed, steering by worm wheel sector, Dennis worm-driven back axle, etc. The hand brake is of the expanding type, and the foot brake acts on a drum behind the gearbox, both brakes being easily adjustable by hand nuts in accessible positions. All chassis are fitted with front mudguards and Dunlop solid tyres, and supplied with 1 head, 1 tail and 2 side lamps, tool kit, lifting jack and horn.

THE
DENNIS

2-2 1/2 ton Model

Write for leaflets of models in which you are interested.

Alex. Ross & Company
(China) Limited.

Bank of China Building, Duddell St.
Telephone C2487.

ENTERPRISE.

There is one motor dealer at least possessed of a sense of humour; his place of business is not a hundred miles from New York City. There is desperate rivalry between the two local motor men, who each sell a medium priced make. Recently a new model, represented by dealer number two suffered from brake failure and, running away, became a total wreck. Dealer number one heard of the smash and bought up the ruins for the proverbial old song—he put the demolished machine in his best show window with a placard which announced:

"A week ago this was a new car! Buy a Dodge and take no risks!" I hear dealer number two has suffered so much in his business that he would willingly give a brand new car to anybody who could get the remains of his car out of the Dodge dealer's window.

REALLY RUNS.



The licence plate is almost as large as her motor-car, but Miss Mary Bay likes her car because it is easy to park. Miss Bay is shown braving the traffic of Washington.

PROOF

THE FACT THAT PRACTICALLY ALL THE MAKES OF THE BEST ENGLISH CARS FIT

DUNLOP

as standard equipment is indisputable PROOF of Dunlop superiority. You cannot adopt a safer policy than to take your cue from the people who know, to wit, the Car Manufacturers.

Remember too,—every Dunlop tyre in the Colony has this important protection behind it, viz, the personal protection of the Manufacturer's own Branch organisation on the spot.

THE DUNLOP RUBBER CO. (CHINA) LTD.

Phone
C. 4554

St. George's Building,
HONGKONG.

Cables
Pneumatic, Hongkong

Obtainable From—
ALL LEADING GARAGES

As supplied to The
Hongkong Government
& Public Services

Where the ends of two cork gaskets come together it is always best to put a filler of some kind—just enough to fill the seam; no more. Otherwise the two surfaces will not come together on the gasket. Either soft felt or cotton wicking are good. Gear teeth in the transmission are sometimes broken off by throwing in the clutch too suddenly, by shifting speeds rapidly when the engine and the car are not equal, or by accidentally shifting into reverse when the car is moving forward. Sand in a bearing pries the bearing apart and takes all the load. It scratches the steel and imbeds itself deeply in the bearing. As long as it stays there it cuts deeper and deeper until it sinks beneath the surface or works out. Strain the oil and clean out the oil base occasionally.

DODGE BROTHERS TOURING CAR

Those who have driven the Touring Car longest are its most enthusiastic advocates.

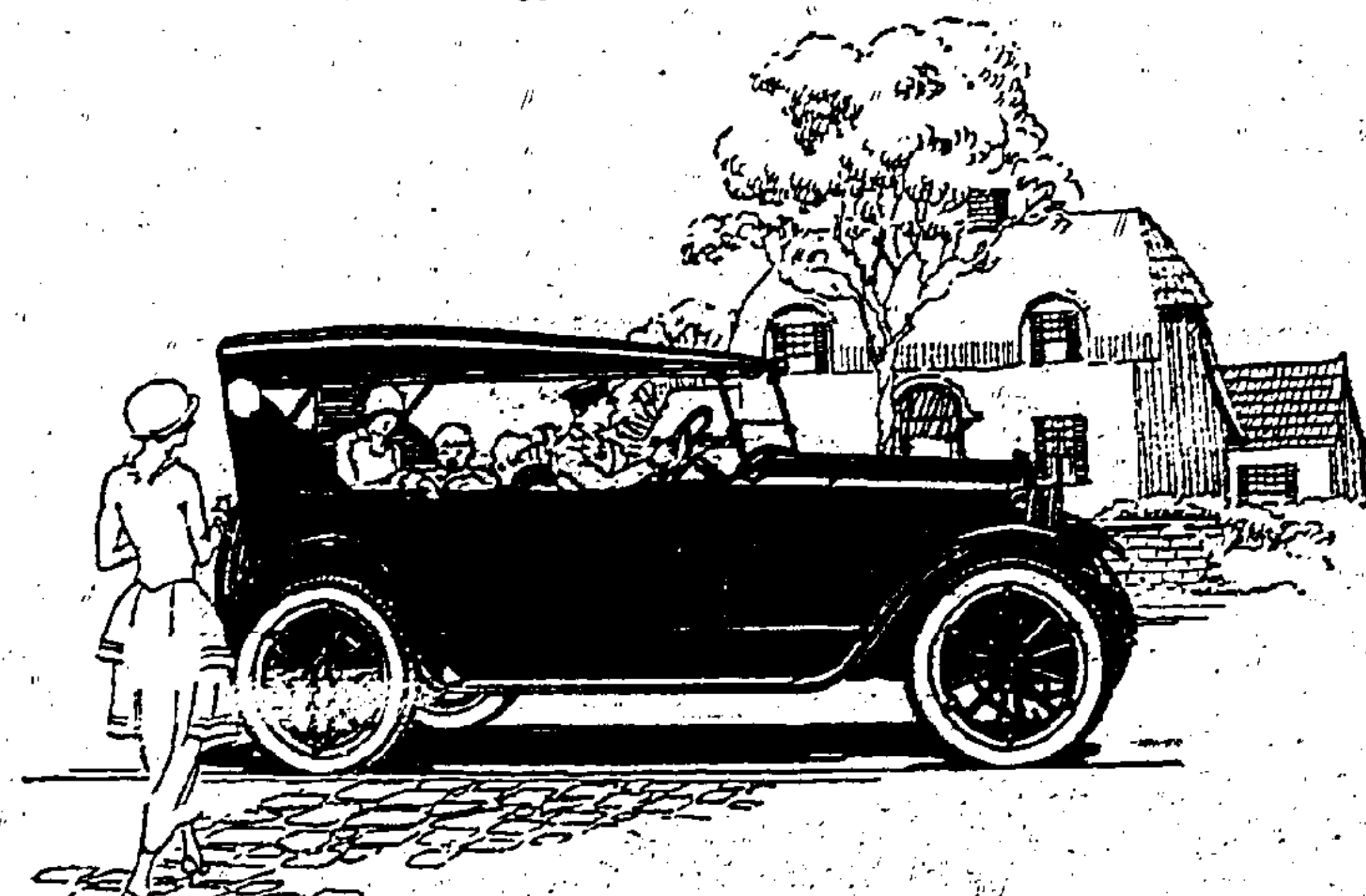
They know from experience that with reasonable care the Touring Car will serve them faithfully for many years.

They were not surprised when Dodge Brothers recently announced that more than 90% of the million vehicles they have built during the past nine years are still in active service.

Yet this astonishing record is probably the highest tribute that has ever been paid to a motor car.

The price of the Standard Model five-passenger touring car, complete with magneto and with five cord tyres, is\$2,400

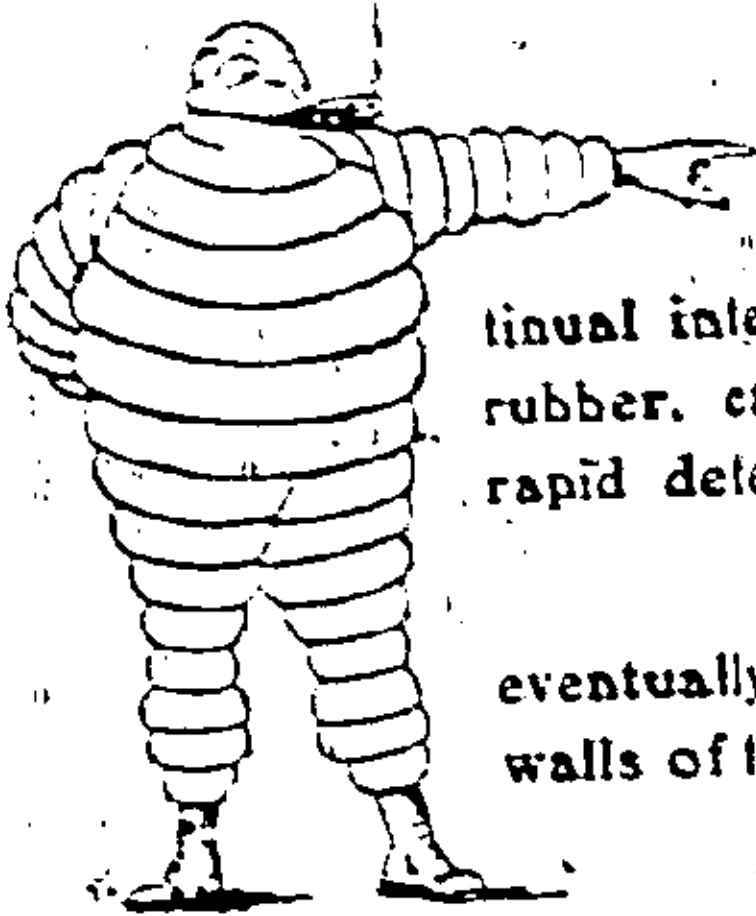
Come and see it.



The DRAGON MOTOR CAR Co., Ltd.

Registered Head Office & Show Room
Wong Nei Chung Road (Happy Valley). Telephone Central 3950.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:

The Earl of Haddington M. C.
The Earl of Bective.
The Earl Fitzwilliam, K.C.V.O.
Col. E. V. North, C.M.G., D.S.O.
Col. Sir Edward Ward, Bart. G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Wintarsale, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys-Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

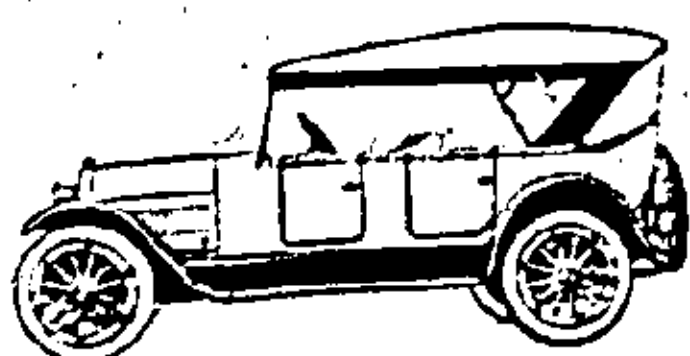
Her Grace the Duchess of Malborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Wortley.
The Lady St. Germans.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

DE SOUSA & CO., LTD.
Sole Agents for South China.
2nd Floor, St. George's Building.
Tel. No. Central 1264.

Oldsmobile



The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.

CARROLL & CO.

Telephone Central 2491.

Distributors.

NEW RACING TRACK.

It is announced that, recently, the motor racing track at Miramas, about 30 miles from Marseilles, was officially inaugurated, and the prospects of opening for racing in May, are sufficiently promising. It measures five kilometers round, and has two straights, each three-quarter mile long, joined by flat curves of some 1,550 ft. radius, and speeds of 120 m.p.h. can be maintained. There is also a loop in the track, presumably to introduce a more exciting element on occasion, than mere lap races provide.

A vacuum tank which has run dry can be filled by closing the throttle and turning the engine over with the starting motor. Thirty seconds should be enough time to draw sufficient gasoline into the vacuum tank for starting purposes. After the engine is started the vacuum tank will take care of itself.

RECENT EXPEDITION ACROSS MONGOLIA.

Dodge Cars Do Well on the Gobi Desert.

TRIBUTE BY LEADER OF EXPEDITION.



The startling discoveries of the Third Asiatic Expedition, with their priceless contributions to science and commerce, would have been impossible without motor cars.

That is the blunt, unequivocal statement of Mr. Roy Chapman Andrews, leader of the expedition, which returned recently from a two-year search of innermost Mongolia, with the largest and most valuable collection of fossils ever brought into the United States.

When the party started from China, Mr. Andrews was told that camels and horses were the only means of transportation known in the interior of the country he was about to penetrate. To cross the Gobi desert alone was a feat to test the endurance of the most rugged car, and had been accomplished but seldom. To ford the streams and cross the hilly, roadless wastes of the unknown land beyond the desert, however, was considered an utter impossibility.

Nevertheless, Mr. Andrews had made up his mind.

"Dodge Brothers rules prevented them from contributing their cars to our expedition," he said, "but I felt that I had to have them, anyhow, even though numerous other manufacturers had offered to supply me. I had penetrated Mongolia before and I knew just about what would be required of a car."

"So I bought three Dodge Brothers cars at full list price in Peking—one touring car and two 1-ton commercials. I tried every insurance company in China. I believe, in an effort to insure the cars before starting the trip. They only laughed at me, even when I explained that I cared for nothing except insurance against total destruction. We had our mechanics and service parts and knew that we could survive any accident except annihilation. But the insurance companies said no car could get in, much less get out—and so we travelled at our own risk."

"What those cars did was a revelation to the whole eastern world. We crossed rivers, plunged in and out of deep ruts and thumped over boulders until we thought everything must shake to pieces. But those cars kept going. Terribly overloaded, they did the impossible day after day. Sometimes we chased wild animals across the roadless plains at high speed. I remember once the speedometer was registering 40 miles an hour when we were in hot pursuit of a drove of wild asses. One would think no car could survive such abuse, as the plains were naturally full of ruts and mounds. But we drove them back to China, after 10,000 miles of this sort of usage, and sold them without difficulty for more than the price of three new Dodge Brothers cars in the United States."

"The Chinese were eager to get these cars. They had done something that no other car had ever done. The company that bought ours now has 25 in operation, carrying from seven to fifteen passengers 800 miles across the desert from Kalgan to Urga. This trip formerly required 30 tedious days. With their Dodge Brothers cars they do it in 48 hours—and there are no roads."

Mr. Andrews added, as a matter of course, that he would again take Dodge Brothers cars on his next expedition, which he plans to start in June, 1924.

The expedition, which he led into Mongolia occupied two years.

Without motor cars, it would have taken 20 or 30 years, it is estimated. Among the discoveries which science hails as one of the most important in centuries were several nests of dinosaur eggs—the first ever found. In all, 256 crates of fossils were brought back, including skeletons of reptiles fully ten million years old. Some of these reptiles, according to Andrews, give obvious traces of having been ancestors of a strange species being uncovered from time to time in North and South America, showing that the two hemispheres were at one time connected. Important mineral deposits were also turned over to the Mongolian government.

THE T. T. RACES.

Five Classes Arranged.

The Auto-Cycle Union has decided to include a 500 c.c. class in this year's Tourist Trophy Races, and has determined that no fewer than five races should be promoted. These will be as follows:—Side car combination up to 600 c.c.; Solo motor cycles up to 500 c.c.; Solo motor cycles up to 350 c.c.; Solo motor cycles up to 250 c.c.; Solo motor cycles up to 175 c.c.

It is fairly evident even at this very early stage, that the crowding of five races into one week, is going to be a prodigious task, and the Union, therefore, has reserved the right to cancel any one of these classes, if it is found impossible to make the necessary arrangements for the running of such race, or if the entries are not sufficiently good to warrant it.

To have abandoned the 500 c.c. race would have automatically cut out many well-known concerns, who have supported such a class in the

NOISY VALVE TAPPETS.

There are times when it is almost impossible to make valve tappets quiet, especially in an old engine that has seen much service; and though the trouble may be ascribed to loose push rod guides, very often a check-up of the valves and guides fails to show signs of wear. If so, if the valve tappets continue noisy after they are adjusted to the minimum of clearance, it is evident that the trouble lies in the push rod assembly—although a flat spot on a cam will make a regular tapping noise which as its speed is identical with that of the valve action, is very confusing.

Loose push rod roller pins make a noise similar in sound to that of a valve tap; also a frozen pin, which forces the cam to strike the roller in one spot only, making a low spot in the roller which naturally taps as the lift of the cam drops into it.

Where the valve tappets, or push rods are of the mushroom type, examine the face which strikes the cam for corrugations, as when the push rod turns around so that the corrugations are at right angles to the cam, the noise is almost identical with that made by a loose valve tappet.

LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon

of Shell!

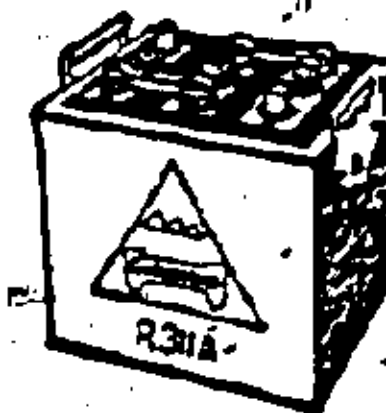
Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL SPIRIT

PERFORMANCE IS PROOF!
THE ASIATIC PETROLEUM CO., LTD.

We have a large stock of 6 and 12-volt batteries for the following AND many other cars:

Auburn
Briscoe
Buick
Cadillac
Chandler
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Dodge Brothers
Elgin
Essex
Ford
Gardner
Hudson
Hupmobile
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Maxwell
McLaughlin
Oakland
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TO-DAY'S HOTEL MEETING.

(Continued from Page 1)

RESERVES.

Reserves stand at \$4,953,767.48, of which amount the Construction and Development Reserve accounts for five lakhs, and the General Reserve for ten lakhs, the latter having been increased from 7½ lakhs by the transfer of 2½ lakhs from the profits for the year. It may here be as well for me to draw your attention to the fact that the allocations in respect of the balance of Profit and Loss Account which your Board recommended for the year under review have, in anticipation of your approval, been incorporated in the printed Balance Sheet, as it was considered preferable from the shareholders' point of view that the printed accounts should set forth comprehensively what the financial position of the Company will be after the proposed distributions in respect of the year 1933 have been effected.

Reverting to the figures before you, I would point out that Land and Building Reserve stands at \$3,453,767.48 and that this is chiefly due to the fact that in view of the merging of the Companies, your Board deemed it advisable to have the properties re-valued by independent valuers and, such valuations having been made, the appreciation in book value thereof has been transferred to the credit of the Land and Buildings Reserve. As a consequence of this, the annual depreciation to be charged in our accounts in respect of buildings will be based upon the residual life value thereof in accordance with the valuations recently made.

VALUE OF LAND AND BUILDINGS.

Turning now to the assets side of the Balance Sheet, land and buildings are represented by figures based upon the valuations to which I have just referred, and, if I may be permitted to say so, I think such valuations have been arrived at on conservative lines. Leasehold Properties \$1,490,950 is in respect of the Palace Hotel property in Shanghai which we hold under a lease which is not due to expire for thirty-two years, and, at the expiration of that period we have the option of purchase. Furniture and Fixtures, Linen, Crockery and Glassware, etc., are all based upon conservative figures. Investments \$269,854.85 stand in our books at cost and I dare say that you will have noted that with the exception of the small item of \$3,337.19 we have no money invested in any business other than that in which we ourselves are engaged. Payments on account of construction in progress \$278,750.53 are accounted for by payments on account of work which is proceeding in connection with the construction of the Peninsula Hotel at Kowloon, the Shamen Hotel at Canton, and our new garage at Happy Valley. The other items being self-explanatory, I venture to think it unnecessary for me to offer any comments in connection therewith. I may add, however, that as from the 15th. of November last we acquired the business and general assets, etc., of the Hotel Kalee in Shanghai, which previously, although the actual property was owned by The Shanghai Hotels, Ltd., had been leased by them to the Grand Hotel Kalee, Ltd.

DOUBTFUL ASSETS LIQUIDATED.

Before closing my remarks in relation to the Profit and Loss Account and Balance Sheet, I desire to point out that the doubtful assets with which The Shanghai Hotels, Ltd., was encumbered have now been satisfactorily liquidated; consequently, it is gratifying to your Directors to be able to present to you a Balance Sheet that does not include any assets of a doubtful nature, the matters which caused them a certain amount of uneasiness during the past two years, having been finally disposed of before the close of the last financial year, in which connection I should like to avail myself of this opportunity of expressing to the gentlemen who constitute our Advisory Committee and to our General Manager in Shanghai our appreciation of their valuable advice and assistance, which have contributed in no small degree to this very satisfactory state of affairs.

BUSINESS STEADILY EXPANDING.

Whilst the results of our operations during the year 1933 are reflected in the accounts before you, it will doubtless add to your satisfaction to know that

the business of the Company is steadily expanding on sound progressive lines, and there is no doubt that the amalgamation which has been effected will result in the economic propositioned by my predecessor in this chair. You may, moreover, rely on your Board to leave nothing undone to administer the affairs of the merged undertaking in the most economical manner consistent with proper maintenance and efficiency.

NEARLY 1½ MILLION MEALS.

Various alterations and additions were effected during the year, the most outstanding of which was the construction of the new Ball Room in the Astor House Hotel at Shanghai, opened on the 22nd December last, and it will interest you to be assured that this addition has already, by the patronage extended to it, been proved fully justified. In Hongkong, alterations and improvements were effected in the Hongkong Hotel and the Repulse Bay Hotel of a nature that will undoubtedly augment the earning powers of these establishments. I may mention, *en passant*, that during the past year we served in the Hotels under our management no less than 1,480,000 meals exclusive of outside catering, with the result that it was found necessary considerably to extend the dining space in most of our establishments in order to cope with the constantly increasing demands made upon us in this direction.

THE MAJESTIC HOTEL.

The major portion of the constructional programme in Shanghai has been in connection with the property acquired last year from the McBain Trust. This property is in course of conversion and it is anticipated that it will be ready to be opened in the third quarter of the present year. I have every confidence that on completion the Majestic Hotel will enable us to present our patrons an establishment offering a degree of accommodation and service equal to the leading hotels in Europe and America, whilst the building and the extensive ground in which it is situated will provide for Shanghai property worthy of and in keeping with its importance as the premier commercial centre of North China.

THE PENINSULA HOTEL.

In Hongkong work on the construction of the Peninsula Hotel at Kowloon is proceeding satisfactorily, and we are promised by our architects that the piling will be completed by the end of April and that thereafter the actual constructional work will proceed with rapidity. On completion of this establishment, Hongkong will be equipped with an hotel second to none between Suez and the Pacific Coast, and the Company will be in a position to offer both to the local resident and to the transient guest up-to-date accommodation and service at rates well within the range of the average purse. Plans have already been drawn up for erection of the Shamen Hotel, and work will be commenced upon the construction thereof in the immediate future. In this connection I can only repeat my remarks in reference to the Peninsula Hotel, with, however, this addition, that the Shamen building will naturally be of more modest dimensions.

THE NEW GARAGE.

Our Garage Department, I am pleased to state, has shown an increase in turnover, notwithstanding the advent of competitive means of automotive transit, but we have for some time past unfortunately been severely handicapped by the lack of adequate garage facilities in which to house the modern plant necessary to cope with ever-increasing demands made upon our repairs department, and your Board therefore took the opportunity of acquiring a very suitable site at Happy Valley, comprising some 16,000 square feet. On this site a modern garage capable of housing 150 cars, and providing for up-to-date body-building, repair and painting shops, is in course of construction. We have already received numerous applications for permanent accommodation in the new premises, which will be situated at the converging point of what in the course of the next few years will undoubtedly become one of the main arteries of the Colony. On completion of the new road to Repulse Bay via Wong-nei-chong Gap, we look forward with pleasurable anticipation to being in a position to considerably lower the charges for transportation to the south side of the Island and to render an efficient and more frequent service to our patrons.

THE FUTURE.

Speaking generally, though one naturally hesitates to prophesy as to the future, I venture to think that the results of the past year are of much an encouraging nature (bearing in mind the vicissitudes through which we have passed mainly as a result of the prejudicial effect upon our transient business by reason of the Lincheng outrage and the Japan disaster, both of which naturally very much curtailed the Autumn travel) that we may look to the future not merely with equanimity but with a degree of confidence, more especially as with the completion of our new Hotels we shall be in a position to deal with a greater volume of business and on more economical lines than heretofore. In this connection it would perhaps not be premature for me to say that your Board have in mind, when the Peninsula Hotel is completed, the reconstruction of the old portion forming the northern block of the Hongkong Hotel, that is to say the portion fronting Des Voeux Road and Pedder Street, with a view to erecting thereon an up-to-date establishment such as its position in the heart of the business and banking districts undoubtedly warrants and demands.

SHAREHOLDERS REASSURED.

I was recently approached by a shareholder who appeared to be somewhat perturbed by reports of threatened competition, and I should like to take this opportunity of informing shareholders that if they will merely glance at the Balance Sheet of the Company wherein the assets total \$15,298,012.60, and bear in mind the fact that it owns, in every place at which our business is established or will be carried on, what are probably among the most centrally located and valuable sites, the majority of which were acquired years ago at rates incomparably lower than those ruling to-day, they need have no qualms in this particular connection. During its fifty-eight years of Hotel experience in the Far East, the Company has successfully forged ahead notwithstanding competitors who have come and gone from time to time, and I trust therefore that I shall not be suspected of being over-confident if I say that our conservative policy of setting aside liberally in the matter of depreciation and transfers to reserves and at the same time maintaining and improving our properties, has been mainly responsible for placing us in such a sound position to-day, that the resources of the Company are such that competition need not be feared. It must not be thought, however, that we are not alive to the imperative necessity of keeping abreast of the times, but having outlined to you the various projects in the nature of improvements and extensions that are contemplated and in hand, and you yourselves being witnesses to the improvements already effected in our establishments, I think you will agree that your Board, in spite of the troubles and delays incident to all building and reconstruction work at the present time, are doing all possible to meet the requirements of an evergrowing Hotel population and the demands of a public only too ready to approve by the practical evidence of its patronage.

OVER 4,000 EMPLOYEES.

In conclusion, Gentlemen, it may interest you to know that the number of employees in our organisation totals slightly over 4,000 and it is a source of gratification to know that the *esprit de corps* that dominates our personnel makes it the constant endeavour of every member thereof, notwithstanding the hard work and the prolonged hours of service that our business necessarily entails, to further the interests and welfare of the Company in every conceivable direction. It is therefore with much pleasure that I now express to the Staff on behalf of the Directors and, I am sure you will agree on behalf of the Company generally, our thanks for the faithful and efficient service rendered by them during the past year, which service has contributed in no small measure to the extremely satisfactory results attained. In this relation I feel confident that you will endorse the action of the Board in voting a bonus of 10 per cent. on their salaries to the European members of the Staff and a Bonus of an additional month's salary to the native staff, which following the established custom was paid to them at Chinese New Year.

CONGRATULATIONS.

Mr. H. Birkett, in seconding, said:—Mr. Chairman, I am sure that I am speaking for all those present when I say that we have listened with very great interest

DAIRY FARM NEWS.

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Skimmed 5	Australia-Cheddar 75	Pint each \$1.00
Soured 16	New Zealand Cream 70	Quart " \$2.00
Butter 8	Edam \$3.50 per ball	
	Colommier (own make) 40 cts. per gal.	
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Fresh Cream 60 cents per phial
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It was those books, wisely selected for him, and systematically read, that gave Lloyd George his start. And good books will do wonders for anyone.

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Kadoorie as Directors of the Company were confirmed, and Sir C. Paul Chater was re-elected a Director.

Messrs. Percy Smith, Seth and Fleming and Messrs. Thomson and Co. were elected Auditors of the Company for the ensuing year at the same remuneration as before.

The fee of the members of the Advisory Committee in Shanghai was fixed at the rate of \$1,200 each per annum.

BUSINESS MATTERS.
The appointments of the Hon. Mr. P. H. Holyoak and Mr. E. S.

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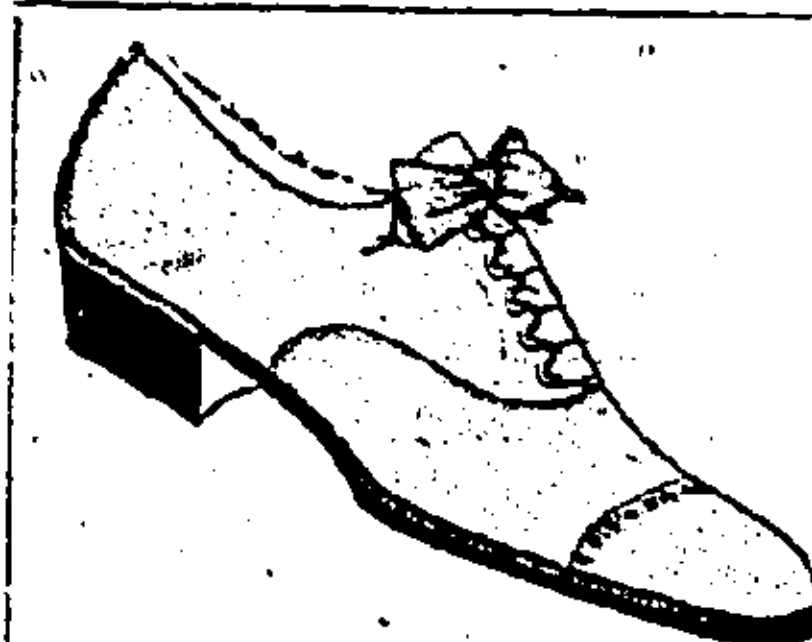
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Vafiadis Egyptian Cigarettes reduced to non plus ultra	\$1.60
La France	\$1.40
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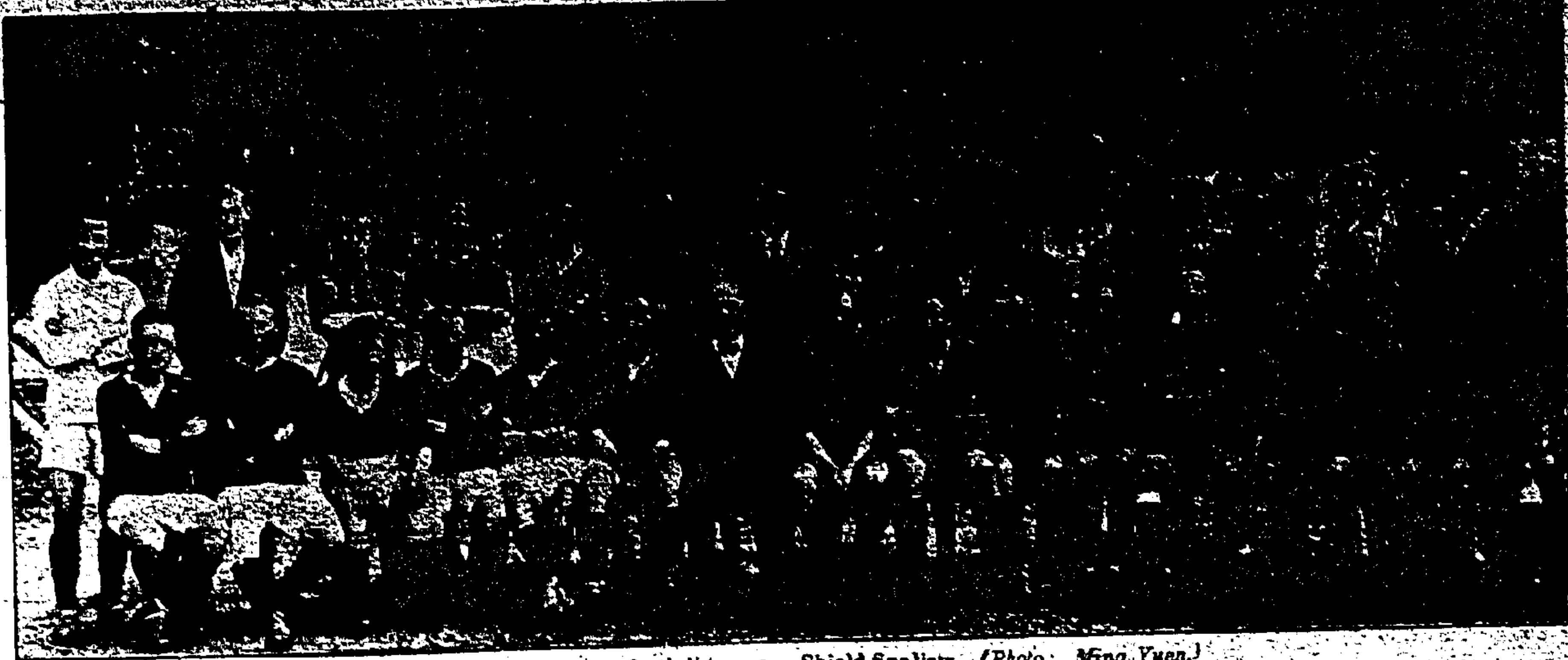
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Kowloon and East Surrey football teams: Shield finalists. (Photo: Ming Yuen.)



Judging terriers at Dog Show. (Photo: Ming Yuen.)



Airedales at the Hongkong Dog Show. (Photo: Ming Yuen.)



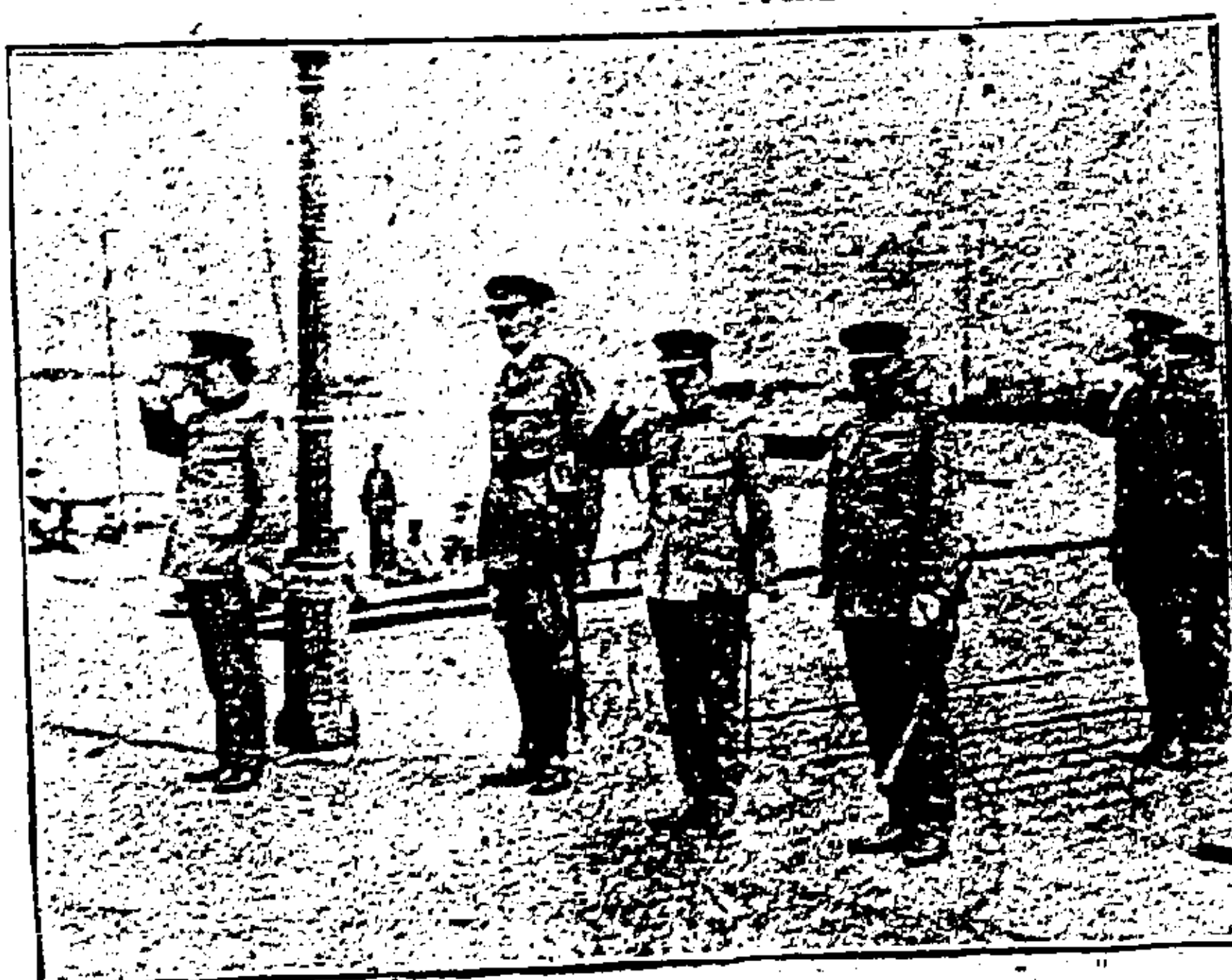
Another Dog Show picture. (Photo: Ming Yuen.)



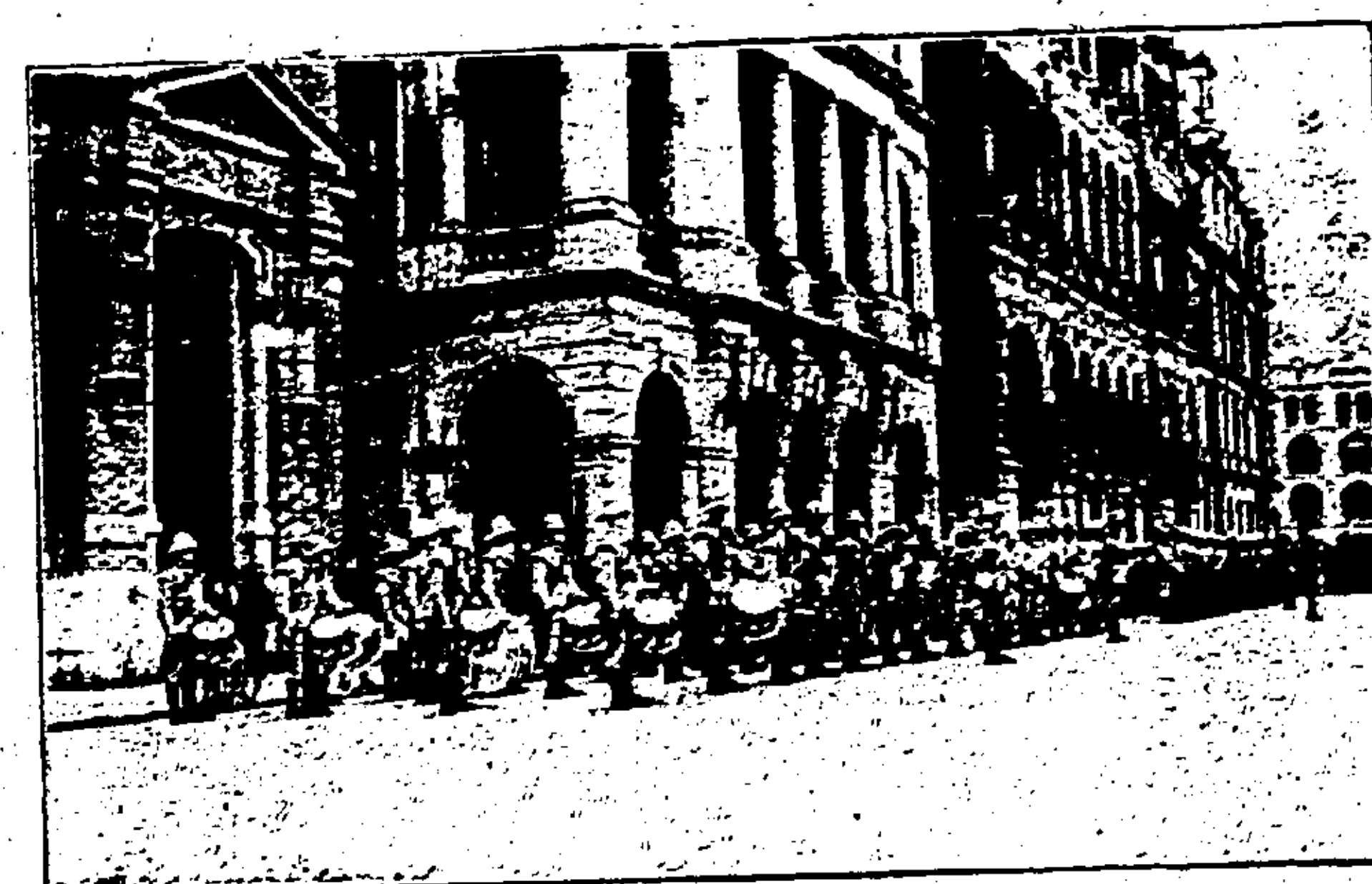
Miss Miller about to distribute badges to new Peak (5th)
Wolf Cub Pack.



Waiting to be judged. (Photo: Ming Yuen.)



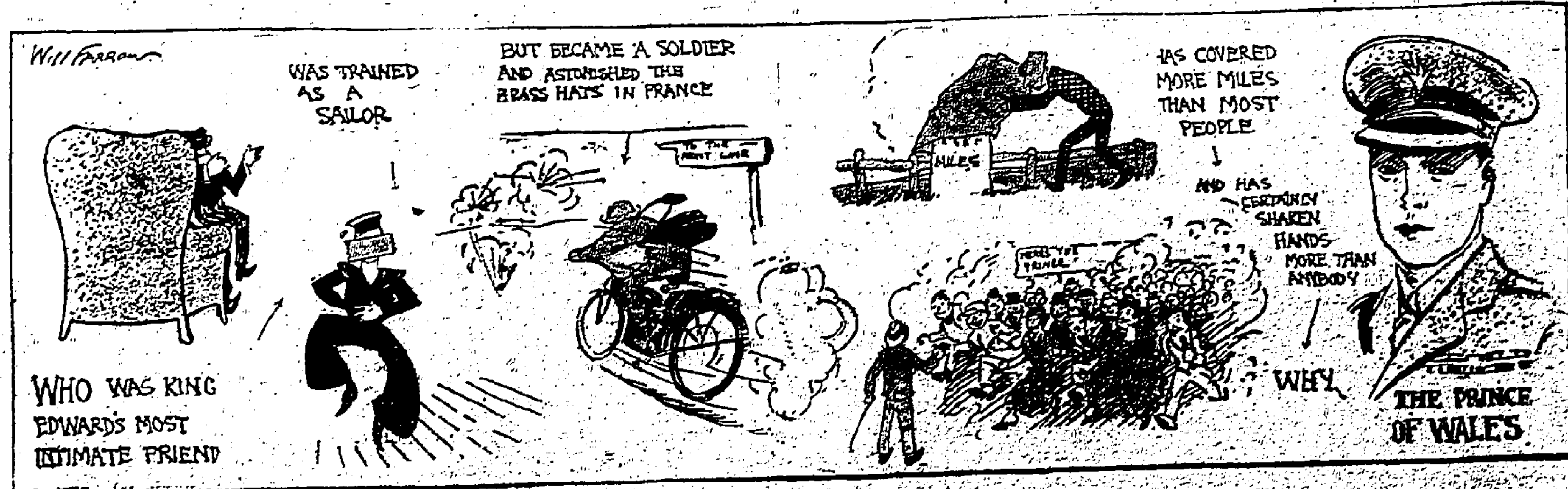
Members of Japanese Military Mission landing at Murray Pier.
(Photo: Ming Yuen.)



Surrey Regt. Guard of Honour awaiting arrival of Japanese Military Mis-
sion. (Photo: A. Hing.)

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RADIO NOTES AND NEWS

Wireless Telephony in the Tropics.

Apparently Sarawak deserves credit for being first in the field as regards wireless telephony in this part of the world. Successful experiments were made here two years ago, and since then broadcasting has been considerably developed, says the Sarawak Gazette.

The first radiophone was installed in Kuching on May 10, 1922, with a companion set in an outstation for experimental purposes. Results were so good as to warrant testing with Singapore on August 24, 1922, speech being heard and reported quite clear when free from atmospheric and no stations nearby jamming.

Broadcasting music was instituted for half an hour each morning from August 25, 1922, being clearly received in Singapore and elsewhere. On August 29, 1922, His Excellency the General Officer in Command, Straits Settlements, was entertained at Paya Lebar by the Sarawak Rangers Band which played in Kuching Wireless Station.

Since the above seven more radiophone sets have been installed in Sarawak being built up and full, fitted out here. These have now practically ousted all the spark sets, two stations now being shut down.

Each morning for twenty minutes at 8.45 and 9.45 a.m. all the radiophone stations are in conversation for testing and the results are most encouraging. However, since they are often jammed out by old fashioned spark stations in Singapore, Java

seas, you hear the person with whom you are speaking, as on the ordinary telephone of today. But what is more, you SEE him. Is it a scientist's dream?

Edouard Belin, the Frenchman who has invented a method of sending photographs by telegraph, says he already has such an apparatus working over small distances.

Prof. Fournier D'Albe, inventor of the optophone to enable the blind to read through their ears, says television will be accomplished by the end of the present year.

Prof. A. M. Low, who had charge of the British Royal Air Force experimental works during the war and who has nearly 140 inventions to his credit, including sending photographs by wireless, says television will be accomplished in a crude fashion in about 10 or 20 years.

Sir Oliver Lodge, world-famous scientist, says television will be a fully accomplished fact in about a century.

I had a talk with Prof. Low about television, writes a special London contributor.

Basically, said he, "the only obstacle in the way of television is one of pure mechanics. The theory is worked out. The method is all mapped out."

"When a number of us, working in different countries, discovered a method of sending photographs by telegraph, we also thereby discovered the principle which will one day give us television."

In simple terms, transmission of photographs by telegraph or wireless is brought about by the transmission of



PROF. A. M. LOW, FAMED RADIO INVENTOR, WITH HIS WIRELESS TRANSFORMER, ONE OF HIS PRODUCTS.

and elsewhere conversation is often interrupted; atmospheric are also an eternal nuisance in this part of the globe, but generally conversation is commercially possible in the mornings some six days out of seven. Speech between Kuching and Miri, a distance of 320 miles, mostly overland, is often quite good, but the average distance for conversation on masts sixty feet in height is 150 miles. The longer distance is possible by high aerials. All commercial telegrams are taken on Morse speech being for the use of Government officials and testing.

Sarawak Malays and Chinese have been trained into running the stations, the smaller consisting of an engine, generator, battery and the operating table, all sets being standardised. The cost of running one of the smaller stations is that of 1½ tins of kerosene oil, half a tin of cylinder oil and an operator drawing some \$20 to \$30 per mensem, and depreciation and breakages are not large items.

SIGHT BY RADIO?

A Wonderful Possibility.

You sit in your office in Hongkong and, picking up the telephone, say:

"I would like to speak to Mr. Blank of Blank & Co., London, England."

After a short pause: "Hello, Jim, old fellow. It's great to hear your voice. You are looking much stronger than when I last saw you. Your face is fuller and you look fit for anything that comes up. Now about that deal."

With land wires across the country and wireless across the

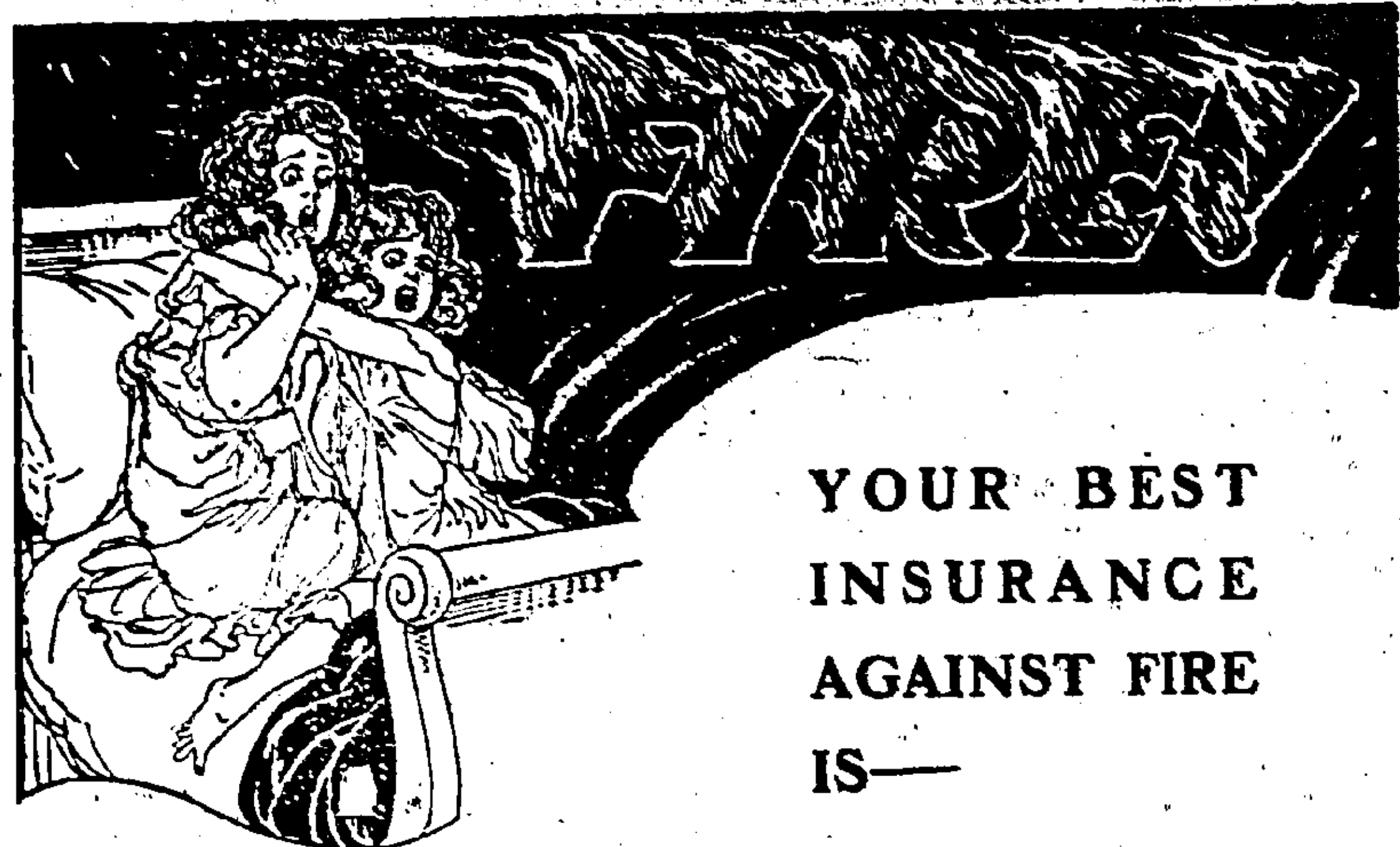
light through a sensitized photographic plate which acts upon photo-electric cells. These in turn send vibrations along a wire or through the ether to a receiving set. These vibrations open or shut a little shutter arrangement which permits rays of light to fall upon a sensitized plate. The latter receives exactly the picture that was on the plate at the sending end of the line.

Now the problem of television consists in substituting your eyes for the plate at the receiving end. In sending a photograph by wireless, about 15 minutes are required. To make the same impression upon the eye the sending would have to be cut down from 15 minutes to about four-fifths of a second.

"This first television will of course, not be in colours. It will be in black and white. The matter of colours would be worked out later just as it is being done in ordinary photography."

PHILIPPINES TAKING PRECAUTIONS.

With a view to preparing the country against any possible catastrophe similar to the recent earthquake in Japan, Governor-General Wood has appointed a board to make a scientific study of conditions existing in the Philippine Islands and to recommend practical means of preparedness or precautionary measures. The board is to give particular attention to construction, water systems, natural drainage, gas and electric plants and systems, the location of cable lines, and such other features as it deems necessary especially in the regions believed to be most exposed to danger.



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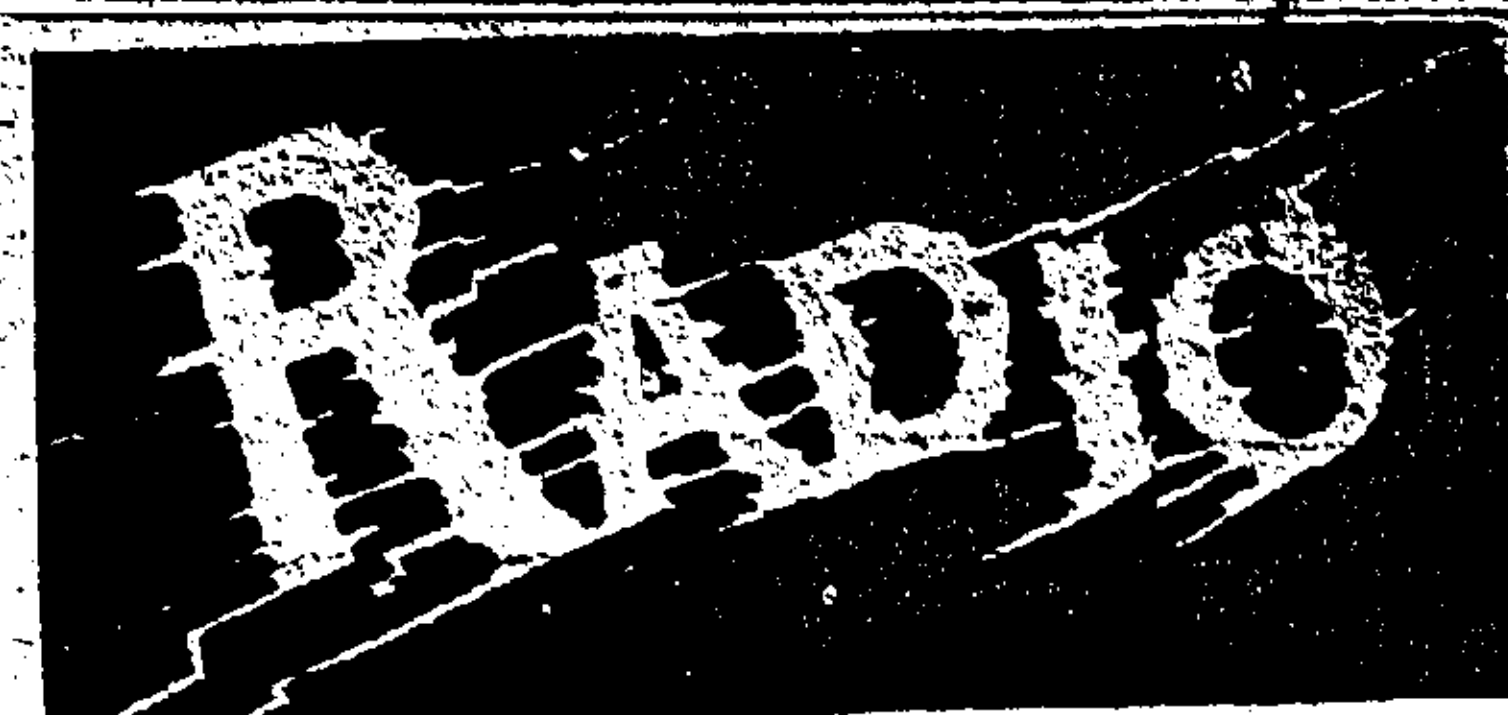
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THE HUMAN ZOO

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ONE REASON WHY THE MEDICAL PROFESSION IS SAID TO BE OVER-CROWDED.

WOMEN'S INTERESTS



From the back to the side, there's quite a variety of hairdressing modes, but the photographs also show how even our whims whirl about in cycles of time.

FLOWERS AND COMPLEXIONS.

The fashions of wearing flowers change as the fashions in gowns change. The latest ideas are:

To wear a single rose pinned in your hair just below the right ear.

To carry a large but tightly packed bouquet of white and purple violets firmly clasped in your left hand.

To pin a single orchid on the top of the shoulder with an evening gown that boasts of straps instead of sleeves.

To fasten a magnificently loose bouquet of lilies of the valley and maidenhair fern on your left hip while you serve tea. All the men in the room will be running about to rescue your flowers to you. I would submit as a name for this bouquet the "Sentiment Tester." Yes, femininity is in fashion again!

Flowers near the face remind one of complexions, and the fashion in these has changed considerably. It is rather an art to appear pale, and the dark, oriental skin, which has been the rage in Paris lately, is distinctly taboo. The purplish rouge is also unpopular, and the wise woman will do her best to match her powder with the natural tone of her skin, and the natural roses of her cheeks with her rouge, which is used to brighten the effect, not to change the colouring.

OUR LATEST NECKLACES.

The smartest necklace for afternoon or for evening wear is one of the odd-shaped carvings, such as the Chinese amber charm, worn suspended on a black grain ribbon. The beauty and oddity of the carving rather than the value of the material in which it is executed make the smartness of the piece. We have seen Chinese carvings in cloudy amethyst, in antique coral, and in amber. We have seen these pendants in jade, in malachite, or in white coral, the workmanship being Japanese, Russian and Italian respectively, and one of the smartest women in Paris treasures, and proudly wears, a curious carving of a fish, done if you please, in the purplish-grey texture of a Pasis cabochon. A great sculptor, in moments of fancy, executed this ornament.

Bracelets are as ornate as our necklaces, and two, or even four, in ivory, tortoise-shell or jet take the place of gloves nowadays when a woman of fashion dons one of the sleeveless or short-sleeved gowns of the season. Bangles more than bracelets they are, for they slip up and down the arm with a pretty tinkle. Sometimes they are quite plain, sometimes ornamented in blue, yellow or red tinting, which marks a finely-carved pattern. With them is worn a chain of similar beads, and perhaps a plaque to match appears on the handbag.

A STRIKING HEAD DRESS.



We have here what the French designer calls a "coiffure à l'indienne." You will notice that the decorative filigree ornaments fall in or the sides imitate the ear pieces of the radio outfit. It comes in silver or gold, to suit your taste.

WHY all this talk about bobbed hair?

Just take a look at what we've left behind in hairdressing, and you'll notice there's not so much difference between the coiffure of to-day and that of a quarter century ago. In fact, there's quite an improvement.

Behold the first and the last of this array. Exactly alike, except for that psyche which the modern flapper has bobbed off. The ears showed then. The hair was drawn back. And not an earring or a tiny one, at that—to improve the appearance of the profile.

The big revolution in hairdressing happened when the psyche was unloosed and rats, puffs and other false paraphernalia wound into the coiffure. It took time for the ear to hide itself, but by the time the famous "figure eight" came along, no sign of that appendage could be observed.

Then came the day of glory for hair dressers. Curls, marcelle waves, puffs, pompadours. The fourth picture from the left gives an idea of how far they went. It was their day of days.

Then came the revolt of the flapper and the hair dresser was met with such problems as that presented in the fifth picture. He relied gloriously with all sorts of ways to dress up bobbed hair, until the flapper finally has taken it out of the artist's hands and is beginning to dress her hair "à la masculine."

The flapper little realizes she has reverted to the old style—except for the psyche.

LINGERIE FROM PARIS.

Lingerie is especially beautiful and tempting just now, although perhaps because it has never been more simple. Its beauty is derived chiefly from beautiful materials and colours. Lace is practically not used at all. When it is seen, it is only in the form of a flat, very narrow edging of real lace.

The pretty fashion of an edging of doubled net, into which the material of the garment is applied, is still popular, but the very newest lingerie is trimmed only with the finest hand-hemstitching. This, of course, necessitates square neck lines as hemstitching can only be done in straight lines.

The nightgowns either have very short sleeves, or no sleeves at all, and long "wing pieces" which taper off into the low waist. The latest models are held together on the shoulder by three tiny bands of the material, and round the hips by a narrow double fold of the same, which is tied at one side.

The trimming in front consists of a little square design worked in hemstitching.

Chemises and knickers, rather than cami-knickers, are worn by most Frenchwomen, and though lawn is newer just now than crepe de Chine, the latter is still preferred, probably because of its varied and beautiful colours. The latest, which has had a tremendous success, is cyclamen, a most beautiful pale purple shade, which is extraordinarily becoming to dark women. The next in favour is a warm yellowish-pink, called apricot, and flesh pink is still much used. A pretty "set" was in ivory crepe de Chine, very simply cut, the chemise having a round neck, and trimmed only with sprays of cherries applied in bright cerise colour. The edges of the garments were bound with tiny folds of cerise.

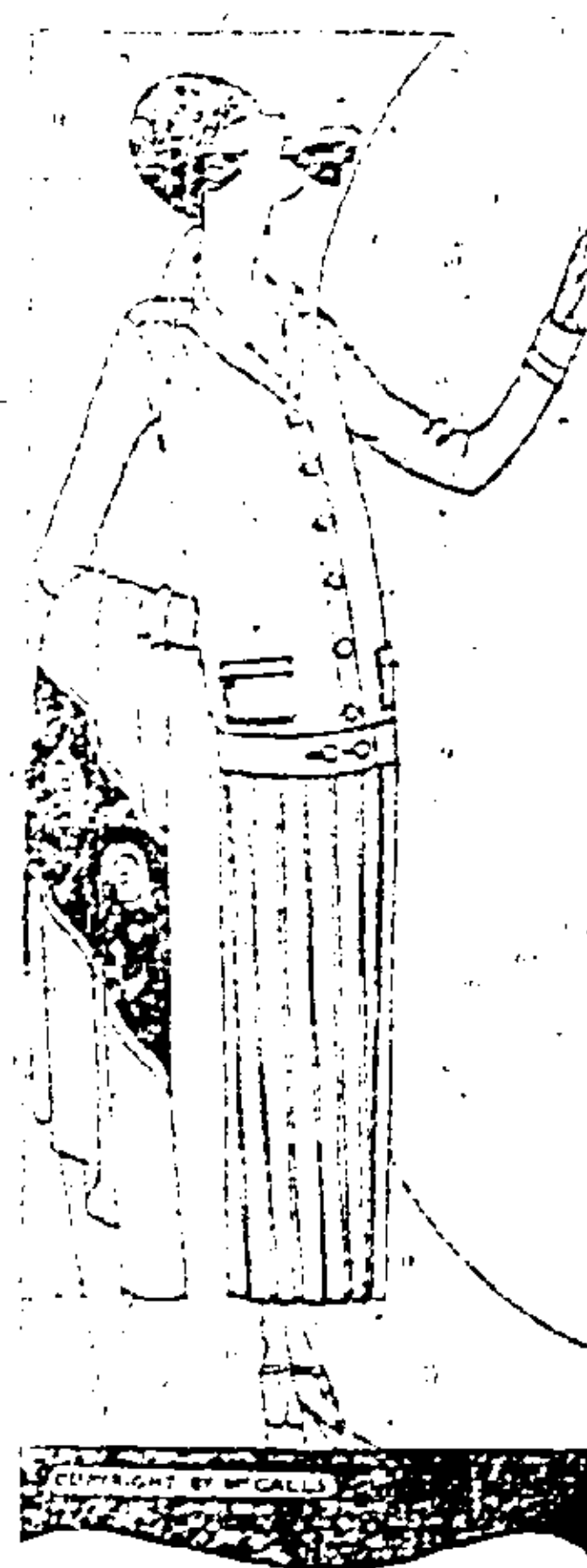
THE HANDKERCHIEF.

The bright-coloured handkerchiefs which have been so very smart for the last season seem to have lost none of their popularity, in spite of the fact that they are a year old, and that they now have the coloured scarf as a rival. However, the great point in wearing a handkerchief smartly is to put it on in an original or an individual manner. With sports tailors one may take one of the large foulard handkerchiefs, fold it four times across, and make it into a stock collar, by folding and tying it about the neck.

THE MODERN SCREEN.

In the scheme of modern decoration the screen finds many uses. It may be folded about the bed in the boudoir which serves also for bedroom, or may serve to turn the glare of a too brilliant window, or it may appear in the salon to shield some section of the room from draughts, and as

A POPULAR DRESS.



The material should be flannel. The colour blue or peach. The style: the one pictured here. Combine these three and you have the popular flannel frock.

The skirt is box pleated and the long-waisted blouse effect joins the skirt with a narrow hip-band.

often as not it has no utilitarian purpose, but is simply used for its own sweet sake, as a part of the decorative scheme. In this present season when the Chinese colours and motifs are quite the rage the smartest screen of all is the red lacquer one, of authentic Chinese origin. Lacking that, one of the Louis XV. "Chinese" screens is very good, and a great many lovely screens of Chinese effect are made to-day, the frame of dark wood, or lacquer, stretched with silk embroidered or, painted in some delightful Chinese landscape.

BEAUTIFY YOUR ARMS.

The sleeveless dress is apt to be rather trying to the beauty of the arms, especially during a very cold spell. Even a perfectly-shaped arm loses much of its attractiveness when the skin is red and "goose-flesh."

To counteract the effects of the cold, sponge the arms every night with very hot water and rub them briskly with a flesh glove or loofah, generously smeared with a good superfatted soap. Then rinse off all traces of the soap, sponge with clear, warm water, and rub a good greasy cream, or a little cocoa butter into the skin, rubbing gently but firmly until the pores of the skin have absorbed all the grease. If the elbows are rough and red take a piece of toilet pumice-stone, smear it thickly with cream, and work it into the elbow, rubbing round and round and allowing the cream to remain on the skin all night. A piece of thin muslin can be bound round the elbow to prevent the grease from soiling the bed linen.

In the morning wash the arms in the usual way, then massage them with a lotion made by mixing two ounces of distilled rose water, with one of elderflower water and one of orange flower water. To the mixed waters add 100 drops of simple tincture of benzoin, a few drops at a time, and shake the bottle after every two or three drops. It is essential that the benzoin be added drop by drop or it will not mix with the other ingredients, but will settle in little lumps at the bottom of the bottle.

When the arms are very red and an immediate improvement is required, a little liquid powder can be applied. This should be applied with the palm of the hand and the powder then rubbed into the skin with a piece of soft chamois leather till all the chalky appearance, which the use of liquid powder so often gives to the skin, has disappeared. Treated in this way, the powder will not rub off on the gown or coat, and the skin will look soft and smooth.

PEACOCK'S FEATHERS.

For the woman who is not superstitious is the fan made of peacock feathers. It is only as long as a woman's arm, and is a great aid to coquetry, as the lower part of the fan is nearly transparent, having nothing more than the feathery quill portions of the feathers to form its handle.

RIBBON SASHES.

Plaid ribbon sashes to brighten neutral coloured frocks are very popular just at present, and some people predict a plaid season for dress goods. The plaid ribbon sashes are quite charming, and are perfectly safe for anyone to wear, whatever build, as they encircle the low waistline, form a small butterfly bow with two long streamers which fall to the hem of the skirt. This line lends a slender effect to anyone, and the sash is so easy to tie correctly.

THIS WEEK'S RECIPE.

Ambassadors Pudding.

Required: 1 pint of custard (made from powder), 2oz. of sponge cakes or sponge biscuits, 2oz. of ratafia, 1oz. of gelatine, 2oz. of caster sugar, 1oz. each of glace cherries and angelica, 1 gill of cream, 1 gill of water, vanilla essence, packet jelly.

Line a mould, rinsed out with cold water, with a little cold jelly made from a packet jelly. When set, decorate with glace cherries and angelica. Pour a little jelly with a spoon over the decorations and let it set. Melt the gelatine in the gill of water. Make the custard in the usual way, add the sugar, vanilla, sponge-cake crumbs and crushed ratafia, the chopped cherries and angelica. When cool, strain in the gelatine, and when cold add the cream whipped. Mix lightly and pour into the prepared mould. Leave until set, then turn out carefully.

LEATHER HATS.

Leather hats are quite the thing during the rainy days. They usually take the form of the cloche or the helmet, and are trimmed either with perforations or with leaves or flowers of a contrasting shade of the leather. A particularly fascinating hat of glazed leather has its band studded with moonstones, which take on particularly charming nuances when they are wet.

VANITY NOT IN VAIN.

Many are the condemnations of vanity. Yet this quality adds something to the enjoyment of life. Just supposing that all the pretty women in the world ignored their looks and all the plain ones ignored theirs! Imagine the lack of enjoyable appreciation of beauty in its perfect setting, of homeliness enhanced to a compelling charm!

Moreover, a woman's interest in her appearance—so long as it is not disproportionate, when it becomes a bother to herself and a bore to everyone else—is a good tonic. What woman does not know the confidence born of the knowledge that she is looking her best to-day?

A measure of vanity is not at all a bad thing. Not only does it induce a woman to add to the pleasantness of life by making her appearance attractive, it encourages us to behave reasonably well.

True, it would be better still if our courtesy and gracefulness sprang always from a genuine sympathy with and love for our fellow human beings.

But we cannot be always on the heights. There are days when we find people very trying, and would like to be a little ungracious ourselves just for the relief it would be.

Then we remember what a bad impression irritability makes, what an unflattering picture of ourselves, our acquaintances and business colleagues will carry home with them when they have seen us off our guard!

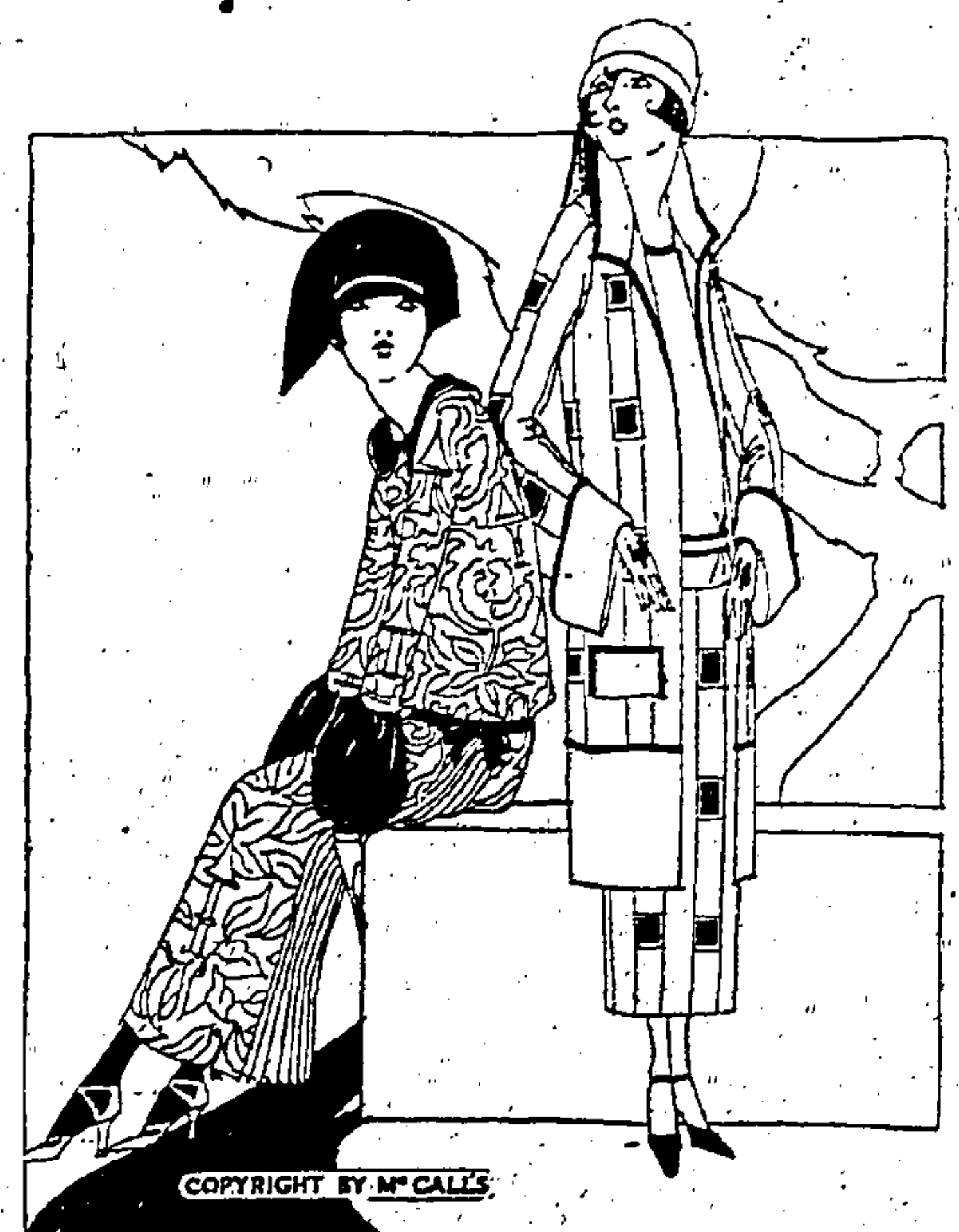
So we try to pull ourselves together and to maintain a fair and seemly surface to our intercourse with others even though we are feeling "fed up."

And their work and ours goes the easier for that pleasantness. Vanity has oiled the wheels of life!

JEWELLED SHOES.

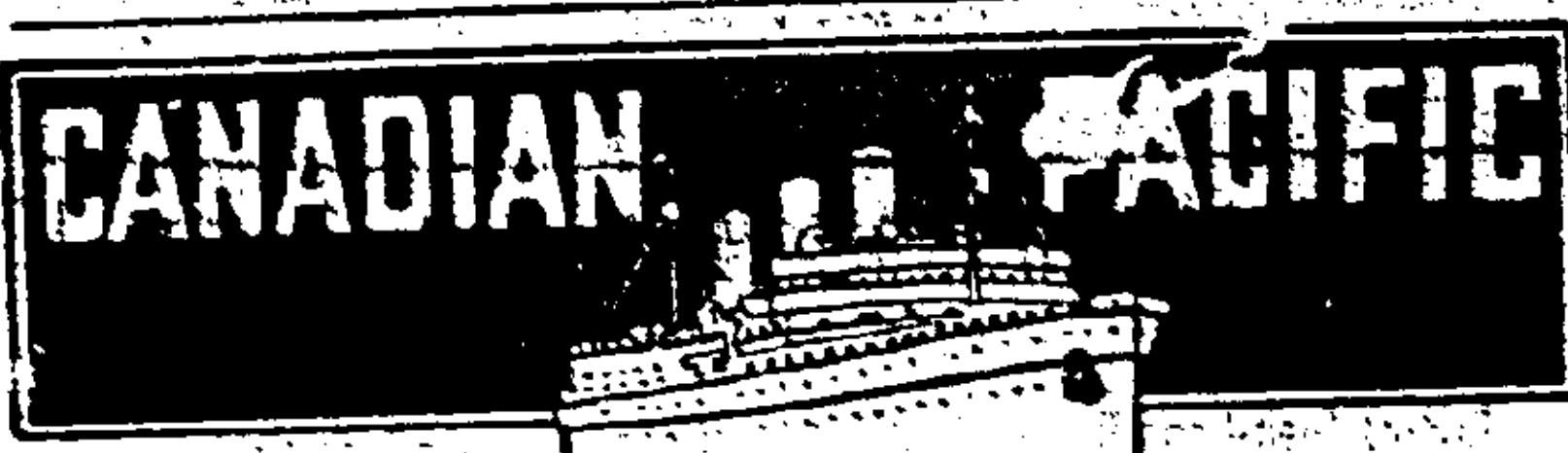
Jewelled heels for shoes were very startling in the 18th century, but to-day the woman who would be gorgeous is satisfied with nothing less than all jewelled shoes. Thus we see evening sandals solidly encrusted with brilliant, from the tips of the slender toes to the ankle straps and the base of the delicately-curved heels.

FIGURED SILK DRESS.



Figured materials are expected to be fashionable this spring and an especial vogue is predicted for both silk and woolen materials in which the design is woven or brocaded. The dress sketched shows a figured silk with side pleats of plain stuff. The coat is brocaded wool with plain trimmings in the same colour.

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HONGKONG TO ENGLAND			
From	Due	From	Due
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EXPRESS CANADA	Apr. 15	EXPRESS AUSTRALIA	May 15
EXPRESS CANADA	May 1	EXPRESS AUSTRALIA	May 25
EXPRESS CANADA	May 15	EXPRESS AUSTRALIA	June 1

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From	Due	From	Due
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Manila	May 3	Hongkong	May 5
Hongkong	May 23	Manila	May 25
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DERFFLINGER	9,150	1st April	Belawan, Colombo
NIEBURG	4,200	14th April	Port Said, Genoa
COLENZ	9,450	2nd May	Genoa, Rotterdam
PFALZ	7,150	25th June	Hamburg and Bremen
HOLSTEIN	5,000	15th July	

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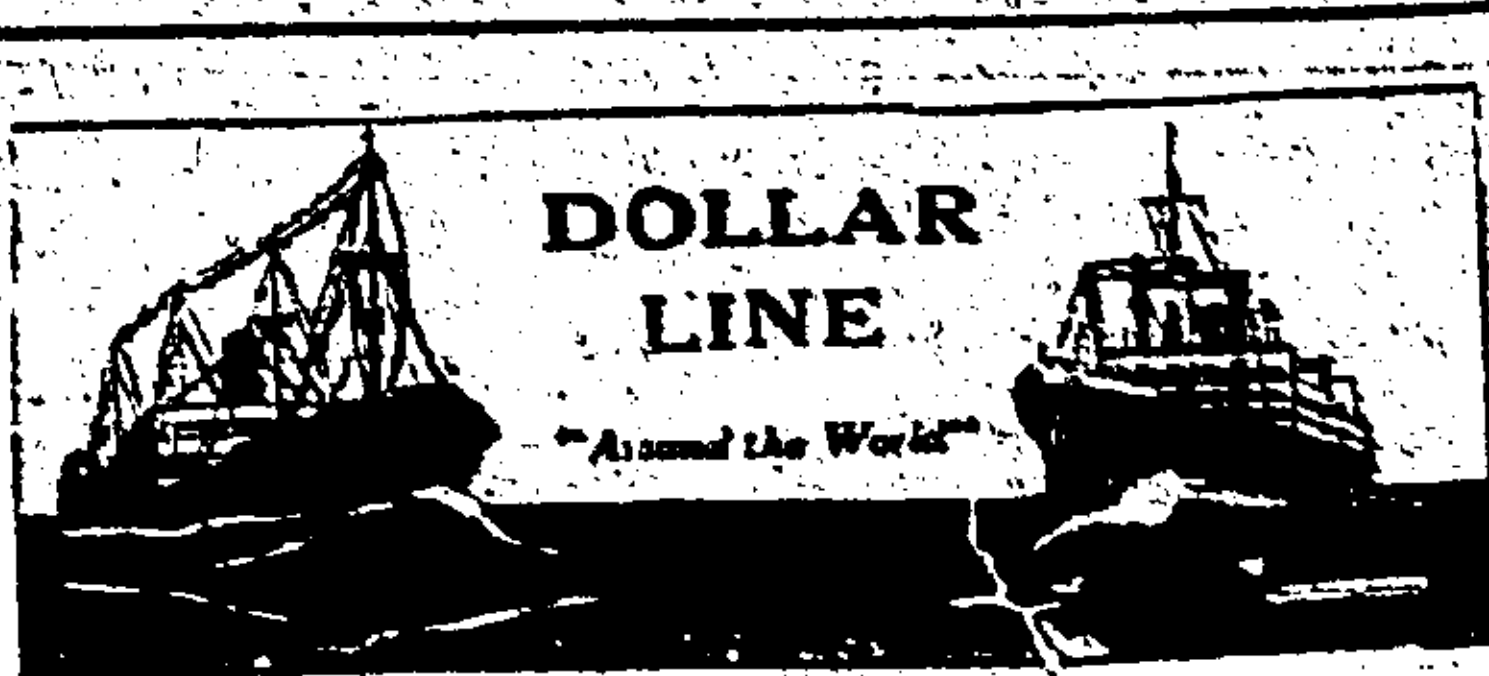
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TAIYO MARU	22,000	May 13
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CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 2nd April, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 25th inst. at 10 a.m.

No Fire Insurance has been effected.

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Hongkong, 16th. March, 1924.

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Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th March, will be subject to rent.

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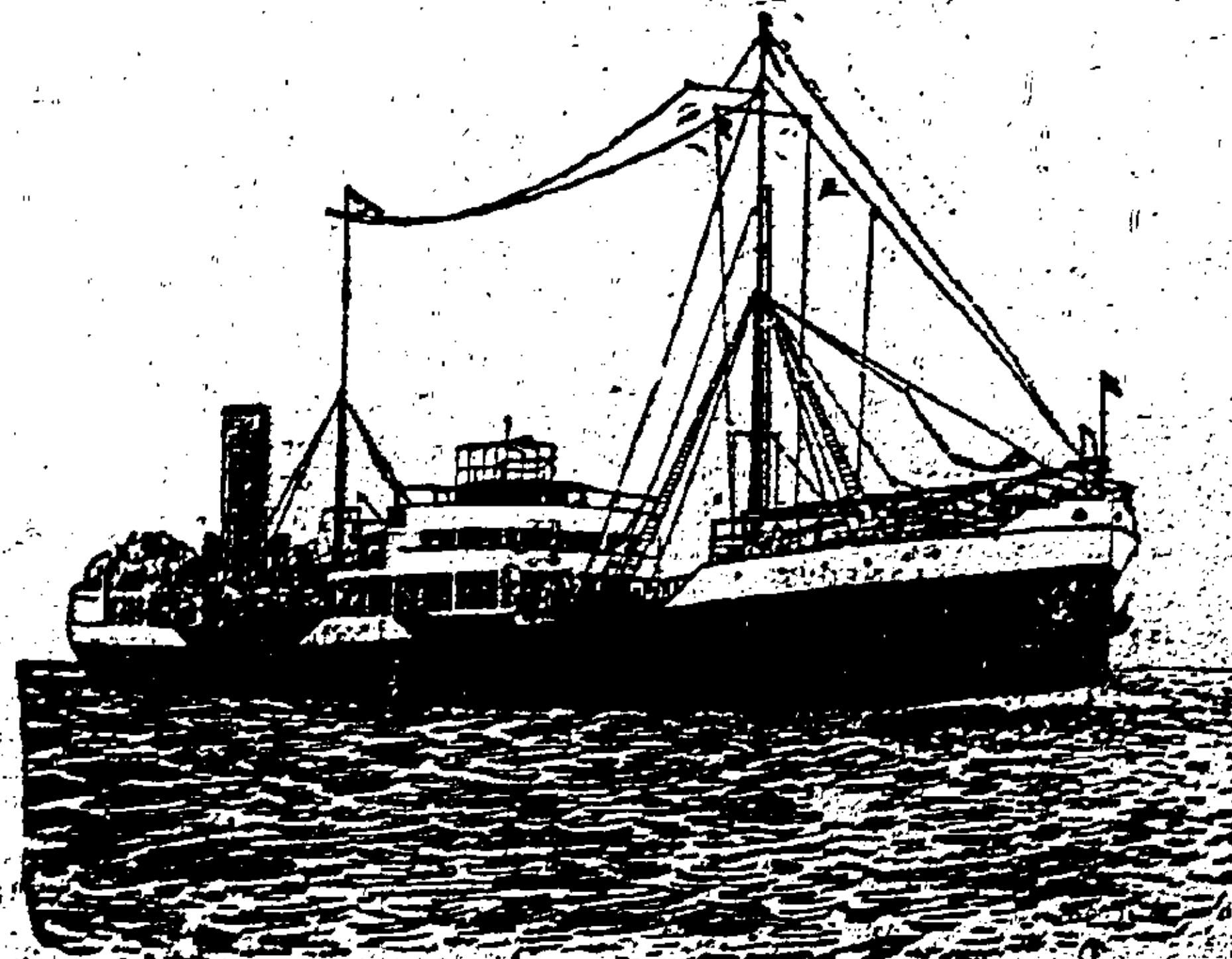
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SICILIA	6,813	23 Mar. noon	Spore, Pang, Cbo & B'bay
PERIM	7,618	23 Mar. noon	Singapore & Bombay
JEYPORE	5,318	3rd Apr.	Spore, Pang, Cbo & B'bay
KHYBER	9,014	5th Apr.	M'les, London & Antwerp
LAMORE	5,252	11th Apr.	Singapore & Bombay
PADUA	5,907	12th Apr.	Spore, Penang & Bombay
CHINA	7,952	19th Apr.	M'les, London & Antwerp
NELLORE	6,853	21st Apr.	M'les, London & Antwerp
SOUHAN	6,696	26th Apr.	Spore, Pang, Cbo & B'bay
KALYAN	9,118	3rd May	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,205	5th Apr.	Spore, Penang & Calcutta
TALMA	10,000	14th Apr.	Spore, Penang & Calcutta
JAPAN	6,052	24th Apr.	Spore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	2nd Apr.	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	30th Apr.	Townsville, B'bane, Sydney & Melbourne.
EASTERN	4,000	28th May	

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KALYAN	9,118	24 Mar. d'light	Shanghai, Moji & Kobe
FALMA	10,000	24 Mar. 8 a.m.	Amoy, Moji & Kobe
JAPAN	6,052	29th Mar.	Moji & Kobe
KASHMIR	8,953	4th Apr.	Shanghai, Moji & Kobe
SOUHAN	6,696	4th Apr.	Shanghai
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GLENNAMOY	4th May	GLENGOGIE	22nd Apr.
GLENNAPP	15th May	Genoa, L'don, R'dam & H'burg	

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AMAZONE	—	—	13th April
ANGKOR	21st Feb.	24th Mar.	27th April
CHAMFORD	6th Mar.	7th Apr.	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th Mar.
ANDRE LEBON	27th Mar.	28th Apr.	25th May

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Y. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.
 FOR CANTON Sailing from Hongkong.
 S.S. "TAIKWA MARU" on or about Mar.
 S.S. "NANYO MARU No. 1" on or about Mar.
 FOR HAIPHONG via Hoihow & Pakhoi
 S.S. "NANYO MARU No. 1" on or about 1st Mar.
 FOR KEELUNG via Swatow & Amoy
 S.S. "TAIKWA MARU" on or about 21st Mar.
 For further particulars, please apply to—
 Branch Office: MATARAI, AGENT,
 No. 37, Bonham's Road, West.
 Top Floor, King's Building,
 Tel. Central No. 140.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
 Through passage rates to Europe, via America G. 1405, G. 1420, G. 1440.

KAGA MARU Thursday, 3rd Apr. at 11 a.m.
 IYO MARU Thursday, 17th Apr. at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.
 KITANO MARU Wednesday, 26th Mar. at 11 a.m.
 HARUNA MARU Wednesday, 9th Apr. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.
 MATSUUE MARU Saturday, 5th Apr.
 LIVERPOOL via MARSEILLES & VALENCIA.
 TSUSHIMA MARU Middle of Apr.
 SYDNEY & MELBOURNE via Manila, etc.

YOSHINO MARU Wednesday, 16th Apr. at 11 a.m.
 AKI MARU Wednesday, 14th May at 11 a.m.
 NEW YORK and/or BOSTON via PANAMA.
 LISBON MARU Monday, 24th Mar.
 TSUYAMA MARU Saturday, 5th Apr.

BUENOS AIRES via Singapore, Durban & Cape Town.
 KANAGAWA MARU Tuesday, 8th May.
 BOMBAY via Singapore & Colombo.
 TAMBA MARU Sunday, 23rd Mar. at noon.
 GENOA MARU Thursday, 27th Mar.

CALCUTTA via Singapore, Penang & Rangoon.
 TOKUSHIMA MARU Sunday, 23rd Mar.
 AWA MARU Monday, 31st Mar.
 NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU Friday, 11th Apr.

SHANGHAI, KOBE & YOKOHAMA.
 KATORI MARU Saturday, 22nd Mar.
 AKITA MARU (Moji, Kobe & Y'hama) Wednesday, 26th Mar.
 ATSUTA MARU Thursday, 10th Apr.

For further information apply to—
 NIPPON YUSEN KAISHA.
 Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACE CASTLE" Sailing on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
 SERVICE FOR BRINDISI, VENICE
 AND TRIESTE (FIORE).

TAKING CARGO ON THROUGH BILL OF LADING
 TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
 DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,
 VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NUMIDIA"	Sails about 1st April
S.S. "FIUME-L"	Sails about 3rd April
S.S. "AUSIA"	Sails about 1st May
S.S. "DUCHESSA D'AOSTA"	Sails about 3rd May
S.S. "SILVIO PELLICO"	Sails about 1st June
S.S. "NIPPON"	Sails about 3rd June
S.S. "ROSANDRA"	Sails about 3rd July

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	Sails about 7th April
S.S. "NUMIDIA"	Sails about 3rd May
S.S. "FIUME-L"	Sails about 8th May
S.S. "AUSIA"	Sails about 4th June
S.S. "DUCHESSA D'AOSTA"	Sails about 7th June
S.S. "SILVIO PELLICO"	Sails about 4th July
S.S. "NIPPON"	Sails about 8th July
S.S. "ROSANDRA"	Sails about 7th Aug.

Cargoes only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing from Calcutta on or about 12th Mar.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

City of York	29th Mar.	M'les, London, Dunkirk & R'dam.
City of Cairo	18th Apr.	M'les, London, R'dam & Hamburg.

PASSENGER SERVICE.

City of York	29th Mar.	Marseilles, London, etc.
City of Cairo	18th Apr.	do.

FARES TO LONDON.

Single 1st Class	A £62. B £34.	2nd Class	A £62. B £36.
Return 1st Class	A £161. B £147.	2nd Class	A £108. B £98.

Cargo Steamers Saloon Passage £82.

For further particulars apply to
 HOLYOAK MASSEY & CO. LTD.
 CANTON.
 THE BANK LINE, LTD.
 Tel. Central 780

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailings
MANILA	Yuensang	Sat. 22nd Mar. at 11 a.m.
SAIGON	Tungshing	Sun. 23rd Mar. at 7 a.m.
STRAITS & Calcutta	Namsang	Mon. 24th Mar. at 3 p.m.
BANGKOK via Swatow Kwaihsang		Tues. 25th Mar. at 10 a.m.
SANDAKAN	Mausang	Tues. 25th Mar. at 1 p.m.
TTAO via S'ow & Shai Wingsang		Wed. 26th Mar. at 7 a.m.
SHANGHAI via Swatow Taisang		Thurs. 27th Mar. at 7 a.m.
SHANGHAI via Swatow Loksang		Fri. 28th Mar. at 7 a.m.
TIENSIN	Chipsing	Sat. 29th Mar. at noon.
SHANGHAI via Swatow Yatsing		Sun. 30th Mar. at 7 a.m.
HAIPHONG via Hoihow Leesang		Sun. 30th Mar. at 10 a.m.
STRAITS & Calcutta	Fooksang	Tues. 1st Apr. at 3 p.m.
SANDAKAN	Hilsang	Wed. 2nd Apr. at 1 p.m.
KOBE	Kutsang	Thurs. 10th Apr. at 4 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation and are fitted with Electric Light & Fans & carry a fully qualified surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Namsang" will be despatched on or about Monday, 24th Mar. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High-Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haifong...	Ellis Walker...	FRI. 21st Mar. at 1 p.m.
Haifong...	A. H. Stewart...	TUES. 25th Mar. at 1 p.m.
Haifong...	W. C. Passmore...	FRI. 23rd Mar. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

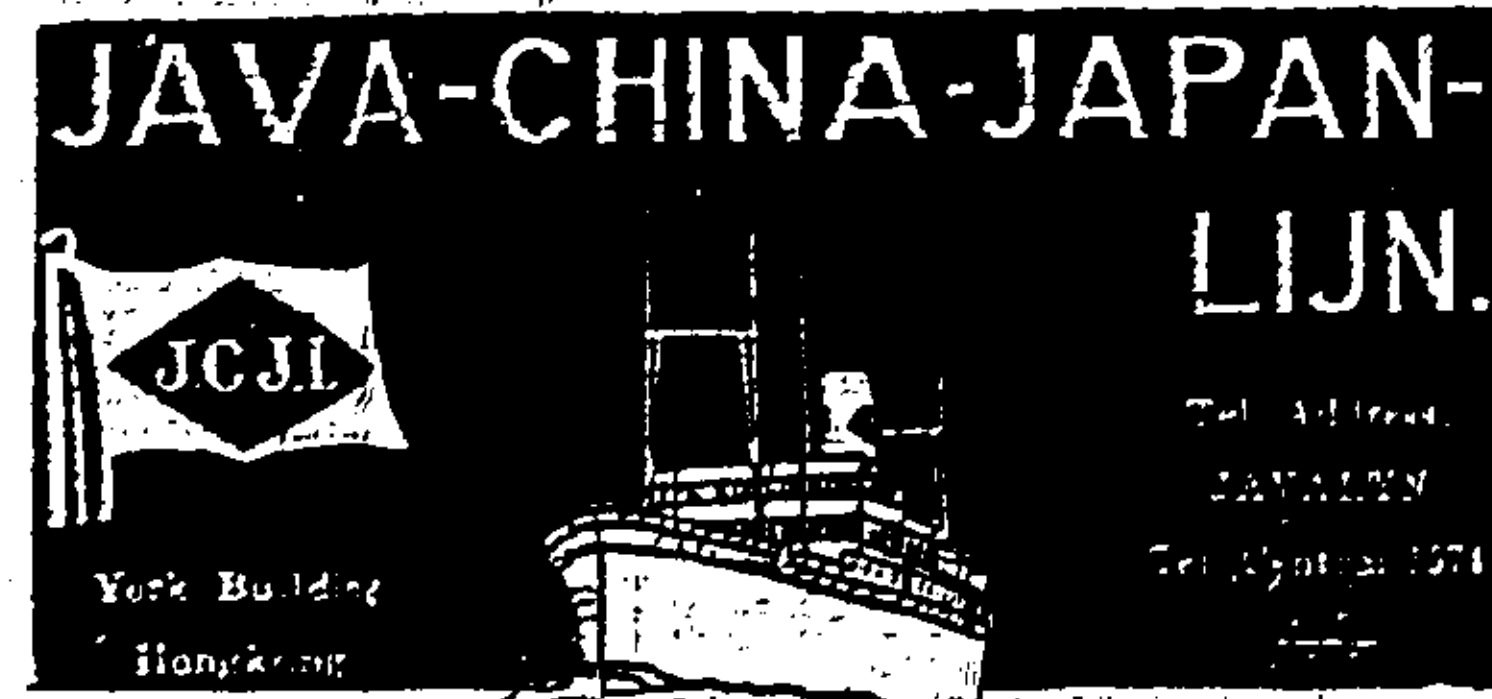
will be despatched on 27th March.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths.
 English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.
 Agents—**JAVA CHINA JAPAN LIJN,**
 Telephone Central No. 1574. York Building, Charter Road.



REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

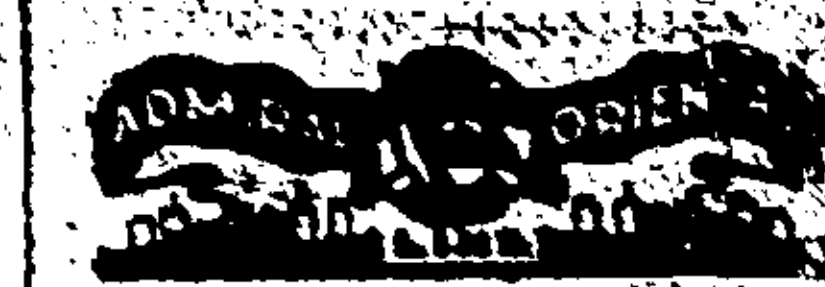
Steamers	From	Expected on/about	Will leave on/about	For
Tjisondari	Batavia	In port	23rd Mar.	Shai & Dainy
Sioe	Bangkok	22nd Mar.	30th Mar.	Honay
Sawah Loento Bangkok	24th Mar.	25th Mar.	26th Mar.	Batavia
Tjisalak	Shanghai	27th Mar.	28th Mar.	Japan
Tjikembang	N. China	27th Mar.	28th Mar.	Batavia
Tjilwong	M. B'Papan	30th Mar.	2nd Apr.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.



The Steamship "PRESIDENT MADISON"

having arrived from Manila, P.I. on March 15th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on March 31st, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after March 22nd, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road.

Hongkong, March, 17th, 1924.

The Steamship "PRES. McKINLEY"

having arrived from Seattle, via ports, on 18th March 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf and Godown Company, at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 24th March 1924 by the Company's Surveyors Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 25th March 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road.

Hongkong, 19th, March, 1924.

NOTICE TO CONSIGNEES

SERVICES CONTRACTUALS
 DES MESSAGERIES
 MARITIMES.

The Steamship

"COMMANDANT MAGES"

Consignees of Cargo from La-Pallice, Cognac

In connection with above steamer are hereby informed that their goods with the exception of "Opium, Treasure and Valuables" are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 25th instant at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 25th instant or they

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALEE: MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS, LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tels. K.602 and K.609. Cable address: KOWLOON, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY AND SATURDAY.
TEA DANCES
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

NOTICE.

CHINA SUGAR REFINING COMPANY.

NOTICE.

THE Fortieth Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Office of the General Agents, Pedder Street, on Monday the 31st March 1924 at 11.00 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1923.

The Transfer Books of the Company will be closed from the 17th to 31st March 1924 both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Agents.
Hongkong, 10th March, 1924.

NOTICE TO CONSIGNEES.

N. Y. K. LINE

(NIPPON YUSEN KAISHA.)

FROM EUROPE & STRAITS.

The Steamship "KATORI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 28th March 1924, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.
Hongkong, March 21st, 1924.

NOTICE.

HONGKONG CLUB.

NOTICE.

THE thirty-eight yearly general meeting of the members of the Hongkong Club will be held in the Club House on Tuesday, the 25th March, 1924, at 5.30 p.m.

By order,
T. A. ROBERTSON,
Secretary.
Hongkong, 15th March, 1924.

HONGKONG CLUB.

NOTICE.

AN extraordinary general meeting of the members of the Hongkong Club, called in pursuance of a requisition by more than 20 resident members, will be held in the Club House on Tuesday, the 25th March, 1924, immediately after the yearly general meeting.

Business—
As set forth in the notice posted in the Hall of the Club.

By order,
T. A. ROBERTSON,
Secretary.
Hongkong 25th March, 1924.

THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

THE Owners of s.s. "Honam" invite sealed tenders for the purchase of this vessel, either for breaking up purposes or running. Tenders must be submitted to the conditions of sale which may be inspected at the Company's Office or at the office of the Company's solicitors, Messrs. Deacon, Harson and Shenton, Hongkong.

The Company does not bind itself to accept the highest or any tender.
By order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, 19th Feb. 1924.

"Three Castles"

Cigarettes

speak for themselves



NOTICE.

HONGKONG JOCKEY CLUB.

THE First Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 29th March 1924 commencing at 3 p.m.

The charge for admission to the Public Enclosure will be \$1.—Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season Tickets to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.—each up to Friday, March 28th. The Stewards invite the ladies of Hongkong to be present.

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.

Wesleyan Methodist Church, Queen's Road East (opposite Royal Hospital), Wanchai.

Sunday, 23rd March, 1924. 10.15 a.m. Divine Service and Naval Garrison Church Parade. Hymns and Chant, "Earth Rejoice."

Te Deum, "I think when I read," "Sometimes a Light" and "Thou Whose Almighty Word." Subject: "The Divine Adversary."

6 p.m. Hymns: "Sweet is the work." Jesus, Thou everlasting King. "Happy the man," "None is like Jeshurun's Lord." Holy Father cheer our way. Vesper.

Subject: "What is the principle of Continuity in the Unfailing Church?" Preacher: Rev. C. Clouston Porri, Hon. Chaplain to the Forces. 8 p.m. Sunday School with illustrated black-board address. Friday, 5.45 p.m. Choir practice.

Sailors' and Soldiers' Home, Arsenal Street.—Sunday, 8.15 p.m. Chaplain's Meeting and Social Hour. Address by Chaplain. Monday, 8 p.m. Study Circle. Wednesday, 8.30 p.m. Wesley Guild; Social Christian Service; Meeting and Open Debate.

St. Peter's Church, West Point.—23rd March, 1924. 3rd Sunday in Lent. 8 a.m. Holy Communion; 11 a.m. Matins and Sermon. Hymns: 254, 31, 274.

Preacher: The Rt. Rev. J. Huntingdon D.D., Bishop of Anking.

First Church of Christ, Scientist, McDonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.45 p.m.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

20 d/s. San Francisco and New York	51 1/2
4 m/s. Mare	10.70
4 m/s. France	11.90
6 m/s.	
Demand, Germany	50 1/2
Demand, Bombay	169 1/2
T/T, Calcutta	169 1/2
Demand, Calcutta	169 1/2
On Yokohama	110 1/2
Demand, Singapore	100 1/2
On Singapore	100 1/2
On Bangkok	78 1/2
Sovereign	49.80
Gold leaf per Tael	23 1/2
Bar Silver	23 1/2
Bank of England rates	3 1/2
New York/London	4.30

BUYING.

4 m/s. L/O.	2/5 1/2
1 m/s. D/P.	2/5 1/2
1 m/s. L/O.	2/5 1/2
50 d/s. Sydney and Melbourne	2/5 1/2

SUBSIDIARY COINS.

Hongkong 50 cent piece	1 1/2 p.
10 "	7 1/2 p.
5 "	20 1/2 p.
Canton 100 coins	44.30
Gold leaf	

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	Due.
Shanghai
Kobe
Yokohama
Manila
U.S.A., Japan & Shanghai
U.S.A., Japan & Shanghai

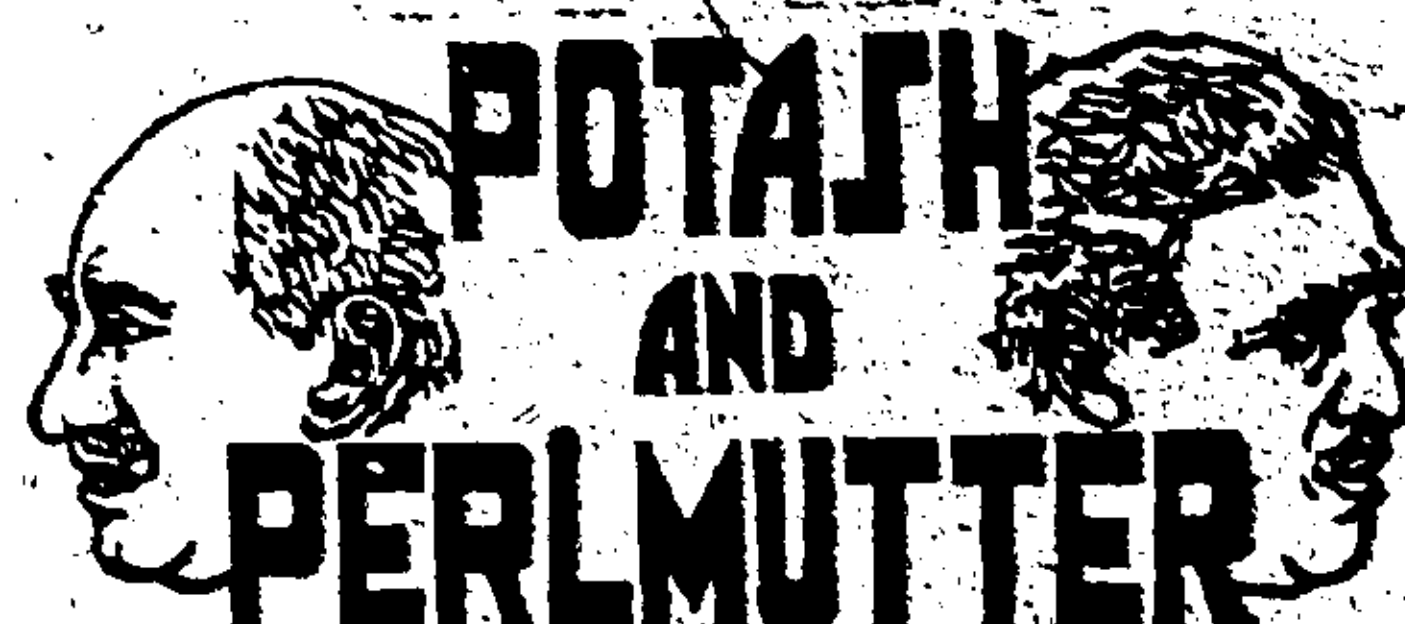
OUTWARD MAILS.

For	Per	Date.
Amoy
Swatow
Shanghai
Yokohama
Manila

AMUSEMENTS.

Today at 2.30, 5.15, 7.15, & 9.15 p.m.
Tomorrow at 6, 7.30 & 9.15 p.m.

Last Performances of



BARNEY BERNARD
ALEX CARR
VERA GORDON

THE IS ALWAYS A GOOD SHOW AT
THE CORONET

PICTURES
"The Victor"
Eagles Talon
2.30

THE
STAR

CHEFALO
PALERMO
MAGICIANS
4.30 & 9.15

LAST TIMES TODAY

Of the World's Greatest Mystery Show.

CHEFALO and PALERMO

and their Merry Company of
Conjurors, Illusionists and Wonder-workers.

SPECIAL CHILDREN'S MATINEE

TODAY at 4.30 p.m.

Bring the Kiddies to Fairyland and See the best
and funniest show the world has ever seen.
MORE FUN THAN A CIRCUS.

FAREWELL AND FINAL PERFORMANCE

TONIGHT at 9.15

When Chefalo will again present his Huge Laughing Success

"The Magnetic Pole"

COME AND SEE THE FUN.

MATINEE 4.30 p.m.
Prices, 52 & 51
Children Half Price.

TONIGHT 9.15
Prices 52, 51 & 51
Moutrie's and the Star

TODAY'S PICTURE PROGRAMME

at 2.30 ONLY

Herbert Rawlinson
in
"THE VICTOR"

Episodes 5 & 6
"The
EAGLES TALON"

TOMORROW

PICTURES at 6 p.m. 9.15 p.m. KAA'S
"THE ABYSSAL BRUTE" ROYAL HAWAIIANS

WORLD

THEATRE
Des Vaux Road Central

Wednesday, Thursday 5.15 p.m.
Friday & Saturday 9.15 p.m.

19, 20, 21 & 22
MARCH

PRISCILLA DEAN

IN

"DRIFTING"

— 8 PARTS —

ALSO

FUNERAL PROCESSION of the
LATE BISHOP Dr. D. POZZONI

USUAL PRICE

PEERAGES AND NAMES.

Lord Thomson, as the new Secretary for Air is to be known, is not the first Thomson to be ennobled, for the late Lord Kelvin was a William Thomson. Other familiar names in the peerage today are Smith, Brown, Wilson, Robinson, and Harris, but in most of these cases a territorial title has been chosen. Evidently, under a Labour Government, any necessary peer is expected to keep to his original name.

CUP FINAL TICKETS.

It is officially stated that all the five shilling seats for the Cup Final, which takes place at the Stadium in the British Empire Exhibition Grounds at Wembley on April 26, have been over-applied for by the Football Association and by the football clubs associated with it. No further applications for five shilling seats at the Stadium can therefore be entertained by the Exhibition authorities.

Printed and Published for the Proprietor, by Frederick P. Franklin, at 11, Lee House Street, in the City of Victoria, Hongkong.